The Hong Kong Daily Press.

No. 7733 第七千七百三十三號 光緒壬午年八月十六日 HONGKONG, WEDNESDAY, SEPTEMBER 27TH, 1882. 禮拜三 香港英九月二十七號 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

September 26, YANGTSZE, British steamer, 784, E. Lee, Canton 25th September, General.—SIEMSSEN & Co.

September 26, ATHOLL, British steamer, 923, Duncan, Singapore 19th September, General.—BUN HIN & Co.

September 26, PEKING, British steamer, 954, Drewes, Shanghai 23rd September, General.—SIEMSSEN & Co.

September 26, ANADYR, French str., 3,370, Minier, Marseilles 20th August, Naples 22nd, Port Said 26th, Suez, 30th, Aden 4th Sept., Colombo 12th, Singapore 19th, Saigon 21st, Mails and General.—MESSAGERIES MARITIMES.

September 26, DOUGLAS, British steamer, 982, Ashton, Amoy 24th Sept., Swatow 25th, General.—DOUGLAS LAPRAIK & Co.

September 26, POSANG, British steamer, 983, Irvine, Canton 26th Sept., General.—JARDINE, MATHESON & Co.

September 26, FOOKSANG, British steamer, 990, Davies, Shanghai 23rd September, General.—JARDINE, MATHESON & Co.

September 26, GLENOGLE, British steamer, 2,000, W. A. Galland, London 19th August, Singapore 20th Sept., General.—JARDINE, MATHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
SEPTEMBER 26TH.

Catalina Behn, German bark, for Iloilo.
Dale, British str., for Bangkok.
Catharina II., Russian str., for Saigon.
Kwangtung, British str., for Swatow.
Norden, Danish str., for Nagasaki.

DEPARTURES.

September 26, GREYHOUND, British steamer, for Hoihow.

September 26, SUAL, British steamer, for Hoihow.

September 26, ÆGEAN, British steamer, for Saigon.

September 26, AMAZONE, French str., for Shanghai.

September 26, DEUTEROS, German str., for Saigon.

September 26, BIVOUAC, British steamer, for Saigon.

September 26, CAMELOT, British str., for Singapore.

September 26, TEUCER, British steamer, for Amoy.

September 26, FOOKSANG, British steamer, for Canton.

September 26, PEKING, British steamer, for Canton.

September 26, KWANGTUNG, British str., for Swatow.

PASSENGERS.

ARRIVED.

Per *Peking*, str., from Shanghai.—Mr. Digmeyer, and 23 Chinese.

Per *Atholl*, str., from Singapore.—300 Chinese.

Per *Anadyr*, str., from Marseilles, &c.—For Hongkong.—Mrs. Walkinshaw, Messrs. Rennie, Dunlop, and Goldenberg, from Marseilles. From Naples.—Mr. John Morris. From Saigon.—19 Chinese.

Per *Douglas*, str., from Amoy and Swatow.—62 Chinese.

Per *Glenogle*, str., from London and Singapore.—40 Chinese. Miss Cook, Messrs. Smith and Innocent for Shanghai.

DEPARTED.

Per *Diamante*, str., for Amoy.—34 Chinese. For Manila.—Mr. J. Muler and servant.

Per *Euxine*, str., for Singapore.—8 Chinese. For Australia.—Mr. and Mrs. Ogden, 1 European and 70 Chinese, steerage.

Per *Amazone*, str., for Shanghai.—From Hongkong.—Revs. Jean B. Martinet and Victor M. Poisnel, Mr. J. W. Terry, and 7 Chinese. From Saigon.—Mr. Boyer. From Marseilles.—Messrs. Brownlow, Osborne, Trannack, Tirsier, Hemnelis, Kimmond, and Wang.

REPORTS.

The British steamer *Peking* reports left Shanghai on the 23rd inst., and arrived at Hongkong on the 26th at 2.30 p.m. after a fine passage of 2 days and 17 hours; had fresh N.E. wind and overcast during the whole of the passage.

The British steamer *Douglas* reports left Amoy on the 24th instant, and Swatow on the 25th, arriving at Hongkong on the 26th; during the passage had fresh Easterly wind with dull cloudy weather. In Amoy strs. *Yorkshire, C. H. Kian*, and revenue cruiser *Fei Hoo*. In Swatow str. *Bajanattianuhar* and three sailing ships. On 23rd *Namoa* left for Foochow, and *Hailoong* for Formosa Island.

The British steamer *Glenogle* reports left London Thursday, August 19th; dull and hazy weather from Channel to Gibraltar; Mediterranean, fine weather with light N.W. breeze; Canal, clear and light wind; Red Sea, fresh Northerly breeze. Off Guardafui encountered the S.W. monsoon, fresh wind and squally; breeze moderated and was carried across to Acheen; thence in the Straits of Malacca fine weather with light S.W. breeze, arrived at Singapore 21st inst. Fine weather in South part of China Sea. On Friday, Saturday and Sunday fresh gale from the S.W. and South. On Monday squally weather with frequent showers, which continued till Tuesday morning when fine weather was experienced.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice).

Huntingdon (s.)	Hankow	Aug. 11
Edward Barrow	Manila	Aug. 16

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Ethel Caine	Sunderland	Mar. 5
Craigendarroch	Greenock	Mar. 30
Cicero	Liverpool	Apl. 3
Leander	London	Apl. 14
Marina	London	Apl. 26
Vinuelas	Liverpool	May 10
F. G. Carvill	Penarth	May 20
Mommsen	Cardiff	June 10
Agnes Muir	London	June 12
Vortsetzen	Glasgow	June 28
Frederike	Penarth	June 28
Bora	Cardiff	July 2
Valencia	Liverpool	July 15
Marianne	Cardiff	July 15
Arab	Liverpool	July 25
Iquique	Cardiff	July 20
Weser	London	Aug. 6
Oxfordshire (s.)	London	Aug. 5
Benarty (s.)	London	Aug. 9
Jason (s.)	Liverpool	Aug. 16

AUCTION SALES TO-DAY.

J. M. ARMSTRONG,
Japanese Ware.
At 2 P.M.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE;
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE:—
In Paper Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

BANKS.

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL .... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice 3 per Cent. per Annum.
At 6 Months' Notice 4 per Cent. per Annum.
At 12 Months' Notice 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

Hongkong, 1st June, 1882. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ...... 5,000,000 of Dollars.
RESERVE FUND ...... 2,850,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—WM. REINERS, Esq.
H. Hoppius, Esq. — F. D. Sassoon, Esq.
Hon. F. B. Johnson. — M. E. Sassoon, Esq.
A. P. McEwen, Esq. — W. S. Young, Esq.
A. McIver, Esq. — C. Vincent Smith, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.

MANAGER.
Shanghai—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.

91] Hongkong, 19th August, 1882.

NOTICES OF FIRMS.

NOTICE.

THE GEE CHEONG COMPANY.

NOTICE is hereby given that D. JOAQUIM BARRERA LIM JAP, CHOY LIN SENG, LUM GEOK THOE, LUM HUM LIN, and CHIN KONG TEANG are partners in the GEE CHEONG COMPANY, and trading as Merchants at No. 60, Bonham Strand.

QUEY CHOE is the Chief Manager and LUK SOW THEEN is Assistant Manager of the Company.

JOAQUIM BARRERA LIM JAP.
Hongkong, 12th September, 1882. [1708

NOTICE.

I HAVE this day established myself as a MERCHANT and GENERAL COMMISSION AGENT at this Port, under the style of CHEW TIAM ECK & Co. known under the Chinese Hong name KHEAN KEE.

CHEW TIAM ECK.
Amoy, July 1st, 1882. [1265

NOTICE.

THE SHAOU SHING COMPANY has this day established an Agency at Shanghai and appointed Mr. CHUN SHUN KUM to be its Manager at that Port.

LEONG ON.
Hongkong, 1st September, 1882. [1664

NOTICE.

MR. WILLIAM T. JONES is authorized to sign our firm's name from this date.

WILLIAMS & Co.
Swatow, 27th June 1882. 1254

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE,
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.
1 Dozen Quarts .... $22.50.
2 Dozen Pints .... $23.50.
Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th August, 1882. [1622

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [3]

FOR SALE.

CHAMPAGNE 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 1st July, 1881. [1261

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The *Daily Press* Office.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [27

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1881.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1882.

JOHN BALLEYWHITE & BROTHER'S PORTLAND CEMENT.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 14th December, 1881. [1719

T. ALGAR AND COMPANY
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
6, QUEEN'S ROAD EAST. [29

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*)
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Hongkong, 16th January, 1877.

TO BE LET.

TO LET.

THE LITTLE HOUSE in Chancery Lane that part between Wyndham Street and Arbuthnot Road, from 1st October.

V. GUTIERREZ.
Hongkong 23rd September, 1882. [1791

TO LET.

TWO GODOWNS at Wanchai near the Praya.
Apply to
LINSTEAD & DAVIS.
Hongkong, 12th August, 1882. [1525

TO LET.

NOS. 2 and 4, PEDDAR'S HILL.
No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 21st September, 1882. [34

TO LET.

COMMODIOUS OFFICE, Praya Central, Suitable for Brokers and Public Companies; besides 2 Sleeping Rooms, with 2 Bath Rooms attached.
Apply to
HESSE & Co.
Hongkong, 2nd September, 1882. [1617

TO BE LET.
(With Possession on 1st October Next.

THAT LARGE and COMMODIOUS HOUSE, No. 14, Arbuthnot Road, at present in the occupation of Dr. FISHER.
Apply to
J. A. DE CARVALHO.
Hongkong 1st September, 1882. 1656

TO BE LET.
(With Possession on 1st of October Next.)

THE PREMISES at present in the occupation of the "NOVELTY STORE" in Bank Buildings.
Apply to
SHARP & Co.
Hongkong, 1st September, 1882. [1658

GRANITE GODOWNS TO LET.
Apply to
Messrs. SHARP & Co.
Hongkong, 7th March, 1882. [459

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [37

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to
MEYER & Co.
Hongkong, 3rd March, 1881. [1047

NOTICE TO SHAREHOLDERS.

CANTON INSURANCE OFFICE (1881) IN LIQUIDATION.

THE LIQUIDATORS having decided to PAY A THIRD DIVIDEND of $500 per SHARE (being on account of Capital and Reserve Fund) SHAREHOLDERS are hereby notified that the said sum will be paid them on their handing their Scrip Certificates to the Undersigned for endorsement.

F. BULKELEY JOHNSON, } Liquidators,
E. F. ALFORD, }
Canton Insurance Office 1881.
Hongkong, 19th September, 1882. [1762

KELLY AND WALSH.

SELECTED LIST OF WELL BOUND STANDARD WORKS.

Sheridan's Complete Works	$ 3.00
Mark Twain's Choice Works	3.00
Artemus Ward's Complete Works	3.00
Cruickshank's Comic Almanack—2 vols.	6.00
Theodore Hook's Choice Humorous Works	3.00
Dean Swift's Choice Works	3.00
Tom Taylor's Historical Dramas	3.00
Geo. Colman's Broad Grins	3.00
Bret. Harte's Select Works	3.00
Tom Hood's Choice Works	3.00
Caricature History of the Georges	3.00
Life in London—Tom and Jerry—Coloured Plates by Cruickshank	3.00
Edgar Allen Poe's Works	3.00
Strutt's Sports and Pastimes of the English People	3.00
Works of Rabelais	3.00
Charles Lamb's Complete Works	3.00
Mrs. S. C. Hall's Sketches of Irish Character	3.00
Timb's English Eccentrics & Eccentricities	3.00
Jenning's The Rosicrucians, their Rites and Mysteries	3.00
Thackerayana—600 Original Sketches	3.00
Tom Sawyer, by Mark Twain	3.00
A Tramp Abroad, by Mark Twain	3.00
Roughing it, and Innocents at Home—Mark Twain	3.00
Rosengarten's Hand Book of Architectural Styles—639 Illustrations	3.00
Decameron of Boccaccio	3.00

Nearly all the above are illustrated by distinguished Artists, and each being tastefully bound and uniform in size the whole would form an admirable start for a private Library.

92] KELLY & WALSH—HONGKONG.

NOTICE.

In the matter of the Estate of HENRY SMITH, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of HENRY SMITH, late of Victoria, Hongkong, Chief Accountant to the Hongkong and Shanghai Banking Corporation, Hongkong, who died at Victoria aforesaid on the 25th day of June, 1882, and Probate of whose will was duly granted to THOMAS JACKSON and GEORGE EDWARD NOBLE, both of Victoria aforesaid, the Chief Manager and Sub-Manager, respectively of the said Hongkong & Shanghai Banking Corporation, by the Supreme Court of Hongkong, in its Probate Jurisdiction on the 8th day of August, 1882, are hereby required to send in Writing the Particulars of their Claims or Demands to the Undersigned on or before the 30th day of September, 1882.

And Notice is hereby also given that at the expiration of the said last mentioned day the said THOMAS JACKSON and GEORGE EDWARD NOBLE will proceed to distribute the Assets of the said HENRY SMITH amongst the Parties entitled thereto having regard to the Claims of which notice shall then have been given and that the said THOMAS JACKSON and GEORGE EDWARD NOBLE will not be liable for the Assets or any part thereof so distributed to any person of whose claim the said THOMAS JACKSON and GEORGE EDWARD NOBLE have not had notice at the time of the distribution.

Dated this 29th day of August, 1882.

SHARP, TOLLER & JOHNSON,
Solicitors,
Supreme Court House,
Hongkong.
1643]

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to

HING LEE, 37, Tung Man Lane.
Hongkong, 4th March, 1882. [485

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 27th September, 1882, at 2 P.M., at his Sales Rooms, Queen's Road,
An Invoice of JAPANESE WARE,
Comprising:—
VASES, JARS, TEA SETS, CARD DISHES, BOWLS, FLOWER POTS, LACQUERED CABINETS, DESKS and GLOVE BOXES.
&c., &c., &c.
TERMS OF SALE—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 21st September, 1882. [1775

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on
SATURDAY,
the 30th September, 1882, at 2 P.M., on the Premises,

All that Piece or Parcel of GROUND Registered in the Land Office as INLAND LOT No. 282A measuring on the North and South sides 35 feet, on the East and West sides 88 feet or 3,080 square feet. Yearly Crown Rent £8.7.7 for 999 years from 5th December, 1854. Together with the 6 HOUSES Nos. 121, 123, 125, 127, 129, and 131, Hollywood Road.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES,
Auctioneer.
Hongkong, 18th September, 1882. [1753

PUBLIC AUCTION.

THE Undersigned have received instructions from the MORTGAGEE of each Lot to Sell by Public Auction, on
MONDAY,
the 2nd October, 1882, at 3 P.M., on the Premises, the following,
VALUABLE LEASEHOLD PROPERTIES,
Situate at Victoria, in the Colony of Hongkong,
IN TWO LOTS.

Lot No. 1.—All that Piece of GROUND Portion of INLAND LOT No. 211, and Registered in the Land Office as the Remaining Portion of SECTION D of INLAND LOT No. 211. Together with the MESSUAGES and BUILDINGS now in course of erection thereon and known as No. 312, Queen's Road West, and No. 43, Lower Lascar Row, Hongkong. Apportioned Crown Rent $23 75 cents.

Lot No. 2.—All that Piece of GROUND also Portion of INLAND LOT No. 211, and Registered in the Land Office as SECTION E of INLAND LOT No. 211. Together with the MESSUAGES and BUILDINGS now in course of erection thereon and known as No. 314, Queen's Road West, and the MESSUAGE and BUILDING erected thereon and known as No. 45, Lower Lascar Row, Hongkong. Apportioned Crown Rent $22 50 cents.

The said Premises are held for the residue of a term of 75 years from the 2nd day of December, 1844, and will be sold subject to existing Tenancies (if any) and to the payment of the proportions of Crown Rent and to the Covenants and Conditions contained in the Crown Lease thereof.

For Further Particulars and Conditions of Sale, apply to

STEPHENS & HOLMES,
Solicitors,
Club Chambers and Queen's Road,
Hongkong,
or to
LANE, CRAWFORD & Co.,
Auctioneers,
Queen's Road.
Hongkong, 23rd September, 1882. [1795

PUBLIC AUCTION.

MR. J. M. GUEDES has received instructions from the MORTGAGEE to sell by Public Auction, on
FRIDAY,
the 13th October, 1882, at 2.30 O'CLOCK P.M., at the Premises,—
A VALUABLE LEASEHOLD PROPERTY
Situate on the Praya, Victoria, in the Island of Hongkong,
Known as "the Blue Buildings."
Comprising:—

All that Piece or Parcel of GROUND registered in the Land Office as MARINE LOT No. 65, as the same is held for 930 years at the yearly rent of $1029.53 and subject to the Lessee's Covenants and Conditions in the Crown Lease thereof reserved and contained.

The Premises will be offered for Sale in 5 lots as follows:—

Lot 1.—Containing 17 HOUSES and a Piece of Vacant GROUND on the Northern side thereof comprising in the whole 19,920 square feet or thereabouts and Coloured Pink on the Sale Plan produced by the Auctioneer at the time of Sale.

Lot 2.—Containing a Capital Substantially Built DWELLING HOUSE or TENEMENT with a GODOWN in the rear thereof comprising in the whole 10,400 square feet or thereabouts and Coloured Green on the said Sale Plan.

Lot 3.—Containing a Capital Substantially Built DWELLING HOUSE or TENEMENT with a GODOWN in the rear thereof comprising in the whole 10,657 square feet or thereabouts and Coloured Purple on the said Sale Plan.

Lot 4.—Containing a Capital Substantially Built DWELLING HOUSE or TENEMENT with a GODOWN in the rear thereof comprising in the whole 10,657 square feet or thereabouts and Coloured Yellow on the said Sale Plan.

Lot 5.—Containing a Capital Substantially Built DWELLING HOUSE or TENEMENT with a GODOWN in the rear thereof comprising in the whole 12,007 square feet or thereabouts and Coloured Blue on the said Sale Plan.

The Lots will be offered for Sale subject to the existing lettings and tenancies thereof respectively and to the payment of due proportions of the Crown Rent and Performance of the Crown Covenants so far as the same Covenants respectively affect the said Lots.

For Further Particulars of the Property and Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
29, Queen's Road,
Hongkong,
or to
J. M. GUEDES,
Auctioneer,
Hongkong.
Hongkong, 15th September, 1882. [1746

CHINA FIRE INSURANCE COMPANY LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia, from the 11th day of May to the 31st day of December, 1881, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 23rd September, 1882. [1793

AUCTIONS.

PUBLIC AUCTION.

MR. G. C. ANDERSON has received instructions to Sell by Public Auction, on
SATURDAY,
the 30th September, 1882, at 2.30 O'CLOCK P.M., at the Premises,

All that Piece or Parcel of GROUND situate at Victoria aforesaid abutting on the North side thereof on the Praya and measuring thereon 32 feet, on the South side thereof on the Central Market and measuring thereon 29 feet, on the East side thereof on a public thoroughfare and measuring thereon 24 feet, and on the West side thereof on Marine Lot No. 18 and measuring thereon 27 feet, and is registered as MARINE LOT No. 192, held for a term of 999 years and subject to the Annual Crown Rent of $40, together with the two HOUSES Nos. 41 and 42, The Praya thereon.

Also all that Piece or Parcel of GROUND situate at Victoria aforesaid abutting on the North side thereof partly on the Praya and measuring thereon 13 feet 9 inches, and partly on Marine Lot No. 192 and measuring thereon 30 feet 6 inches, on the South side thereof on Ground formerly in possession of Government and measuring thereon 44 feet 9 inches, on the East side thereof partly on Marine Lot No. 193 and measuring thereon 32 feet 3 inches and partly on Ground formerly in the possession of Government and measuring thereon 10 feet, and on the West side thereof partly on Marine Lot No. 192 and measuring thereon 28 feet, and partly on Marine Lot No. 18 and measuring thereon 13 feet 6 inches, and is registered as MARINE LOT No. 230, held for a term of 999 years and subject to the Annual Crown Rent of $17.78, together with the HOUSE No. 40 Praya thereon.

And also all that Piece or Parcel of GROUND situate at Victoria aforesaid abutting on the North side thereof on the Praya and measuring thereon 20 feet 8 inches, or thereabouts, on the South side thereof on the Central Market and measuring thereon 20 feet or thereabouts, on the East side thereof on a Public thoroughfare and measuring thereon 27 feet 6 inches or thereabouts, and on the West side thereof on other Portion of Marine Lot 193 and measuring thereon 29 feet 6 inches or thereabouts, and comprises SECTIONS A AND B OF MARINE LOT No. 193, held for a term of 999 years and subject to the proportioned Annual Crown Rent of $33.32, together with the two HOUSES Nos. 37 and 38, The Praya thereon.

Also all that Piece or Parcel of GROUND situate at Victoria in the Colony of Hongkong abutting on the North side thereof on the Praya and measuring thereon 14 feet, on the South side thereof on a Public Road and measuring thereon 14 feet, on the East side thereof on Cross Street and measuring thereon 100 feet, and on the West side thereof on Marine Lot No. 41, and measuring thereon 100 feet, and is registered in the Land Office as MARINE LOT No. 39, held for a term of 999 years and subject to the Annual Crown Rent of $24.68, together with the two HOUSES No. 76, The Praya and No. 28, Wing Lok Street thereon.

Also all that Piece or Parcel of GROUND at Victoria aforesaid abutting on the North side thereof on the Praya and measuring thereon 14 feet, on the South side thereof on a Public Road and measuring thereon 14 feet, on the East side thereof on Marine Lot No. 39, and measuring thereon 100 feet, and on the West side thereof on Marine Lot No. 44 and measuring thereon 100 feet, and is registered as MARINE LOT No. 41, held for a term of 999 years and subject to the Annual Crown Rent of $24.68, together with two HOUSES No. 77, The Praya and No. 30, Wing Lok Street, thereon.

The Property will be offered for sale in 3 Lots and sold subject to the existing lettings and tenancies thereof.

For further Particulars and Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON,
Solicitors for the Vendors,
29, Queen's Road, Hongkong,
or to
G. C. ANDERSON,
Auctioneer,
Hongkong.
Hongkong, 18th September, 1882. [1751

PUBLIC AUCTION.

THE following VALUABLE LEASEHOLD PROPERTY will be Sold by Public Auction, on
WEDNESDAY,
the 11th day of October, 1882, at 3 P.M., on the Premises.

All that Piece or Parcel of GROUND abutting on the North side on First Street and measuring 52½ feet, on the South side on Second Street and measuring thereon 52½ feet, on the East side on a close and measuring thereon 105 feet and on the West side on a Public Road and measuring thereon 105 feet, and which contains in the whole 5,512 square feet and is Registered in the Land Office as INLAND LOT No. 625. Held for the residue of a term of 999 years commencing the 26th December, 1860. Yearly Crown Rent $72.88.

ALSO,

All that Piece or Parcel of GROUND, Registered in the Land Office as INLAND LOT No. 626, abutting on the North side on First Street and measuring thereon 52½ feet, on the South side thereof on Second Street and measuring thereon 52½ feet, on the East and West sides 105 feet, and which contains in the whole 5,512 square feet. Held for the residue of a term of 999 years commencing the 26th December, 1860. Yearly Crown Rent $72.88.

Together with the HOUSES erected on the said Two Pieces of Ground known as Nos. 90, 92, 94, 96, 98, and 100, in First Street, and Nos. 75, 77, 79, 81, 83, and 85, in Second Street.

The above HOUSES will be Sold in 12 Lots as per Plan in the Office of the Auctioneer.

For Further Particulars and Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON,
Solicitors for the Vendor,
or to
J. M. GUEDES,
Auctioneer.
Hongkong, 27th September, 1882. [1813

THE UNION INSURANCE SOCIETY OF CANTON.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON will be held at the Society's Head Office, Hongkong, on TUESDAY, the 3rd day of October, 1882, at FOUR O'CLOCK in the AFTERNOON, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Society held on MONDAY, the 18th day of September, 1882, will be submitted for confirmation as a Special Resolution.

RESOLUTION.

That this Society now registered under the Companies Ordinance No. 1 of 1865 as an unlimited Company, be registered under the Companies Ordinances 1865 to 1881 as a Company Limited by shares.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, dated 18th day of September, 1882. [1764

WANTED—A EUROPEAN SHIPPING CLERK who has had some experience with Steamers.

Apply by letter only to Y. Z., Office of this Paper.

Hongkong, 23rd September, 1882. [1790

NOTICES TO CONSIGNEES.

STEAMSHIP "ANADYR."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "INDUS," from London, in connection with the above Steamer, are hereby informed that their Goods with the exception of Opium and Treasure, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TWO P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 3rd October, 1882, at NOON, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 26th September, 1882.

FROM LONDON AND SINGAPORE.

THE Steamship
"GLENOGLE"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FIVE P.M., TO-DAY, the 26th September.

Cargo remaining undelivered after the 3rd October, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 26th September, 1882. [1811

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "TEUCER." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 1st October, for shipment per steamer "JASON."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th September, 1882. [1794

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "TEUCER," are hereby notified that the Cargo is being discharged into Craft, and landed at the No. 4 Godown of the Wanchai Godown Co.'s; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th September, 1882.

Goods undelivered after the 1st October, 1882, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th September, 1882. [1795

NOTICE TO CONSIGNEES.

STEAMSHIP "SUMIDA MARU," FROM KOBE, NAGASAKI, AND YOKOHAMA.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 26th September, 1882, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP,
Agent,
Mitsu Bishi Mail Steamship Co.
Hongkong, 26th September, 1882.

STEAMSHIP "AMAZONE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamships "EUPHRATE," & "MELBOURNE," from London, in connection with the above Steamers, are hereby informed that their Goods, with the exception of Opium and Treasure, are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 30th instant, at NOON, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd September, 1882.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"BELLONA,"
Captain Schaefer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FOUR P.M., TO-DAY, the 26th instant.

Cargo remaining undelivered after the 25th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by
SIEMSSEN & Co.,
Agents.
Hongkong, 20th September, 1882. [1772

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of business Contributed during the half year ended 30th June, on or before 30th September, on which date the Accounts will be Closed.

By Order of the Board of Directors,
R. COOKE,
Acting Secretary.
Hongkong, 28th August, 1881. [1631

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions from the 11th day of May, 1881, (when the system of Contributory Bonus recommenced) to the 31st day of December, 1881; in order that the Distribution of the portion of Profits reserved for Contributors may be arranged. Returns not rendered prior to November 30th next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th September, 1882. [1759

NOTICE.

THE Undersigned has REMOVED from 39, WING LOK STREET to 36C, BONHAM STRAND, where he will carry on Business as Merchant and Commission Agent. Has always for Sale Improved Howe Scales and every brand of California Flour.

FUNG TANG,
36c, Bonham Strand.
Hongkong, 6th September, 1882. [1684

INTIMATIONS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship
"POSANG,"
Captain Irvine, will be despatched as above TO-DAY, the 27th instant, at ELEVEN A.M., instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
General Managers.
Hongkong, 26th September, 1882. [1804

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"MENZALEH,"
Commandant Homery, will be despatched for YOKOHAMA TO-DAY, the 27th inst., at FIVE P.M.

G. DE CHAMPEAUX,
Agent.
Hongkong, 26th September, 1882.

FOR TAIWANFOO.

THE Steamship
"ALBAY,"
Captain Goddard, will be despatched for the above Port, TO-MORROW, the 28th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 26th September, 1882. [1808

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship
"ANADYR,"
Commandant Minier, will be despatched for SHANGHAI TO-MORROW, the 28th inst., at EIGHT A.M.

G. DE CHAMPEAUX,
Agent.
Hongkong, 26th September, 1882.

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

THE Steamship
"CARNARVONSHIRE,"
Patrick, Commander, expected here on or about the 2nd proximo, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 26th September, 1882. [1809

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"ALEXANDER McNIEL,"
Sproul, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 27th September, 1882. [1810

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI, AND TASMANIA.)

THE Eastern and Australian Steamship Company's Steamer
"KILLARNEY,"
Captain O'Neill, will be despatched as above on or about MONDAY, the 2nd October.

Parcels cannot be received at our Office later than NOON of 30th September.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th September, 1882. [1761

KELLY AND WALSH,
HONGKONG AND SHANGHAI.
KELLY & Co.—YOKOHAMA.

MR. WALTER BREWER is no longer in our EMPLOY.

KELLY & WALSH.
Shanghai, 23rd September, 1882. 1805

TO LET.

THE 1st STOREY of the 2ND HOUSE known as the "BLUE BUILDINGS," Praya East. Lately occupied by the U. S. CONSULATE, with immediate possession.

J. M. GUEDES.
Hongkong, 27th September, 1882. [1814

NOTICE.

FROM this date the following reduction will be made on our rates of Commission for Sales by Public Auction, viz.:—

On Sales of Real Estate at $1.00 per mil or under.
On Sales of Opium, Piece Goods and Valuable Merchandise at $1.00 per cent or under.
On Sales of Ships at $1.00 per cent or under.
On Sales of Household Furniture and General Goods at $2.50 per cent or under.
On Sales of under distraint for Rent including Appraisings at $2.50 per cent or under.

EÇA DA SILVA & Co.,
Auctioneers.
Hongkong, 27th September, 1882. [1812

HONGKONG CRICKET CLUB.

THE GROUND will be open for Practice and Lawn Tennis on MONDAY, 2nd October.

Gentlemen desirous of joining the Club are requested to send their names, together with those of their proposer and seconder, to the Hon. Sec., addressed to the Hongkong Club.

The Opening Match, "11 v. 22," will be played on FRIDAY and SATURDAY, the 6th and 7th October; Members wishing to play, will please sign their names in the "Match Book," that will be placed in the Pavilion on 2nd October.

W. DE ST. CROIX,
Hon. Sec.
Hongkong, 25th September, 1882. [1801

NOTICE.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

BY Order of the Board of Directors the SHAREHOLDERS in the above Company are hereby notified that under Section 20 of the Articles of Association, a further Call of Thirty Shillings per Share has been made and will be due on the 2nd October.

SHAREHOLDERS are therefore requested to make the said payment at 3s. 9½d. per Dollar Exchange $7.96 per Share to credit of the Company's account with the Hongkong and Shanghai Banking Corporation on or before the above named date.

Any Calls not paid by the 2nd October, are by Section 22 of the Articles of Association liable to a charge at the rate of 10 per cent. per annum from the due date until that of payment.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 29th August, 1882. [1623

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE BOOKS for REGISTRATION of TRANSFER of SHARES in the above Company will be CLOSED here from the 21st instant until 2nd proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 6th September, 1882. [1683

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1882.

As a fitting appendix to our recent comments upon the Government notification *re* the Registrar-General and the Chinese, and the remarks which fell from the Chief Justice on the 20th instant, relative to slavery, we give the following information, the result of inquiries, as to what is now being done to provide against this evil. The great object of the Registrar-General since taking up the Department last spring, was to put a stop to the brothel slavery by the erection of such safeguards as would render any sort of servitude impossible and prevent false returns and personation, to which end we believe he at once sought the co-operation of several of the principal Chinese residents interested in the matter. The subject is not a pleasant or a savoury one, but it has to be faced, especially when the fanatics who form the Society for the Repeal of the Contagious Diseases Act are joining with our ex-Governor in the cry that we are forcing vice as well as opium upon the Chinese, while the Aborigines Protection Society are hurling all sorts of anathemas against Hongkong as the seat of a most objectionable form of slavery. That there has been much buying and selling of human flesh in this Colony we have shown on several occasions, but the chattels have been either willing victims or the vendors and purchasers have acted in daring defiance of the law. The traffic in human flesh is divided into two classes, women to recruit the brothels; children for adoption (if boys), or for domestic servants, if girls. It is with the former branch of the trade, by far the most hateful and repulsive, that we have now to deal. There can be no manner of doubt that the mode in which the brothels of Hongkong were originally supplied was by the importation of purchased women consigned to the brothel keepers as chattels in whom they practically maintained they had as much vested ownership as in any cattle they might purchase in the market, and the claim was acquiesced in by the women and girls either because they knew no better or felt they would "lose face" if they turned on their mistresses. The machinery of law and the rules and regulations under which the registration of brothels was worked, proved insufficient for the well meant purpose of making the miserable victims of the kidnapper or the procuress aware that they are free the moment they touch British soil. Time and again a scandal would be created and public indignation aroused, at the disclosures made in the Police and the Supreme Courts, and the late Chief Justice's fulminations against the social and domestic slavery prevailing amongst the Chinese still farther concentrated public attention on what was felt to be a serious evil and a disgrace to the Colony.

On the accession of the present Registrar-General to the post, he at once addressed himself to the task of providing fresh safeguards for the liberty of the subject, in order to, if possible, render not only the detention of any woman in a brothel against her will entirely impracticable but to prevent her getting there unless she was active to get herself registered. We are betraying no state secrets in detailing some of the steps taken to this end. It should first, however, have been mentioned that there are some thirty-four registered Chinese brothels for the use of foreigners only, all of which are under Medical as well as Police inspection. There are nearly a hundred other houses, frequented by Chinese alone, which are subject to domiciliary Police visits with a view to the liberty of the women and sanitary laws, but the inmates are not subject to Medical inspection. It will thus be seen that the Chinese brothels are divided into two classes, and that while both are liable to Police, only one is liable to Medical inspection. There is thus no possible hardship inflicted on the Chinese women, in spite of the attempts of Sir JOHN POPE HENNESSY and the Commission appointed by him some years since to inquire into the working of the Contagious Diseases Ordinance in Hongkong to make it appear that the medical inspection was intolerable and degrading to them, because they could at once avoid it by going into the other class of brothels. Under the old system of registration, loop-holes were afforded for the substitution of one girl for another and for various evasions of the law. What it is now sought to secure is that each of these poor creatures shall attain an individuality, be made to understand that she is a perfectly free agent, and is quite at liberty to renounce her miserable avocation at any moment without let or hindrance. To this end the Department has been quietly but steadily working for some months. As one precaution against personation and imposition each woman is, when she comes to register, now required to produce two photographs of herself, one for the Registrar-General to insert in the Registration book, with her name, age, &c., the other for her to keep and produce to Inspectors when they make their visits. The one at the office is given up if the woman leaves the brothel for marriage or any other purpose. As a proof that these poor women do sometimes better their lot, may be noted the fact that two blanks already appear in the gallery of photographs, the owners having married and left the Colony. The book is locked up, but any person from the mainland missing a relative and suspecting her to be in a brothel can examine it. At the outset this innovation encountered the most stubborn opposition from the keepers of the brothels for Chinese, who at first flatly refused to comply with the new rule, but they soon recognised the hopelessness of resistance and no difficulty is now experienced with them. Another important change is a record of the surprise weekly visits of the Inspectors and their remarks in their journals, from which can be gathered any facts in connection with the women that may be desired. In order that the women may never be in doubt as to their freedom of action, a notice in Chinese is posted up in every brothel, which is read over to all the inmates on each visit by the Inspector, and a copy of this is given to each new candidate for registration when she presents herself to the office. It is carefully expounded in presence of the Registrar-General. The following is a translation of this document:—

> Without reference to nationality, all persons residing on British Territory are free agents. They cannot be under the restraint of others. If any of you, girls, have been kidnapped, purchased, seduced, deceived, or pledged for money, or have been compelled to swear before entering the brothels that you will act as prostitutes, to which you object, you must understand that this is illegal, and you are at liberty to come personally to this office, or go to any police station to report the matter at any time you please. Your grievance will be at once attended to. If you want to leave the brothel, and make up your mind to go to a protector, abandoning prostitution, the Government will certainly let you do what you please, and will not allow you to be detained against your will. You must all be aware of this. Be not deceived by brothel keepers. Observe this notice.
>
> Registrar-General's Department.

The subjoined translation of a heading of a list of names in each house shows that the keepers have no plea of ignorance of the law to advance in justification of any attempt to hold girls in constraint:—

> The purchase of people for the purpose of prostitution is quite contrary to English law. Should you, brothel keepers, deceive or purchase ignorant women to force them to become prostitutes, or use other pretences to have power and control over them, they, being thus in trouble, can go to the officials, and report the matter, so that you can be punished according to law. There can be no excuse for you whatsoever. Let each obey this tremblingly, and do not treat this as a slight matter.

From these details it will be apparent to all observers that there can be little excuse left for those women who pretend to be ignorant of their rights and privileges under British rule.

There are, however, we are glad to say, many proofs going to show that the inmates of brothels are now fully alive to their rights. Thus, in the book of daily transfers, &c., there are numerous entries of persons leaving of their own accord without giving a reason; others who come and report "going to Canton," or "to Macao"; transferred to No. so and so; "married" in one or two instances; and so on. Then, again, it is a significant fact that the new arrivals who have been photographed are, with rare exceptions, especially in the purely Chinese brothels, old and unattractive women, no fresh young girls being among the recently registered. Whether this is due to the impossibility of purchasing them as slaves and holding them in secure bondage or to the efforts of the Po Leung Kuk in suppressing kidnapping we are unable to say positively: but we think it is the former cause that operates most powerfully. It is not too much to say that, under the present administration, the liberty of the subject is so fenced round with precautions that it is almost impossible for any one to break through them successfully. In one respect, however, the law is still defective: it does not fully secure the future of young children, so many of whom are brought up in those abodes of vice. It is in contemplation, we hear, to amend the present Ordinance and forbid the keeping of all children in brothels, a measure which, however unpalatable to the persons interested, will deal a deadly, and, we may hope, final blow at the hateful system of quasi-slavery which has grown up, fungus like, in our midst, and in spite of British laws being so directly and uncompromisingly antagonistic to the abominable institution. In devising these new checks upon this giant social evil the Registrar-General received much useful help and willing co-operation from the leading Chinese in the Colony, which has been more valuable on account of the difficulties necessarily surrounding the question. That the efforts now put forth may in time efface the last vestige of the abuse we sincerely trust, but it may be as well to warn the Government that the slightest relaxation of vigilance, the least encouragement to the Chinese to believe that leniency will be shown to the panderers to vice, and attempts would speedily be made to restore the old system of brothel bondage with all its array of hideous and revolting evils.

We are requested to announce that the anniversary of the Good Templars will be held this evening at the Temperance Hall. Visitors are invited to be present at the entertainment, which comes off at eight o'clock.

The inquest on the man Ko Akan, who met with his death from injuries received by a fall from a loft in Mr. Kennedy's stables, where he was employed, was concluded yesterday afternoon. The necessary evidence was produced, and a verdict of accidental death was returned.

Many of our readers who knew and respected Captain Symington, of the steamer *Hankow*, will regret to hear of his decease, which took place on the 20th ult., when in the Red Sea on the homeward trip with a cargo of tea. He was buried at Suez on the 24th ult. Mrs. Symington accompanied him on this trip, and was with him in his illness, which was sudden. Captain Symington was one of the most experienced and also one of the most gentlemanly shipmasters who visited the Far East.

Yesterday should be a day "big with fate" from the meteorological phenomena which were seen from this town. During the day the comet was seen by many, minus its tail, from near the Clock Tower, nearly above the Gap. A remarkable object was also noticed over the Peak, in the form of a gauzy looking cloud. Its bottom, not above the level of the Peak, was very small, and continued so for some distance up, when it spread out. Though a good breeze was blowing, this object remained stationary, and the fleecy clouds in the sky during the afternoon drove rapidly above it. After some time, it gradually faded out.

Little pleasantries pass in the Supreme Court sometimes. Yesterday the Attorney-General told Mr. Francis "his truculence in Court was quite intolerable." This was when Mr. Francis was interrupting him in his cross-examination of one of Mr. Francis's witnesses. Later in the day Mr. Francis interposed a remark in the course of the Attorney-General's speech to the effect that "such stuff as that is rubbish." The Attorney-General drew the attention of the Court to Mr. Francis's "elegant remarks," adding that such language was not usual in the Court, and the Chief Justice said he certainly thought such remarks ought not to be made. The other day, when the Attorney-General had made a statement as to certain evidence which had been put in in the case then being heard, Mr. Francis exclaimed, "What a story!" The jury seemed rather amused.

With regard to the steamer *Yorkshire*, which went aground near Amoy, we are glad to be able to report that she has been got afloat again. The steamer was making for Amoy harbour, and the captain mistook Dodd Island for Chapel Island, being deceived by the fact of a new lighthouse being erected on the former, of which he was at the time unaware. We are informed that he possessed one of the latest editions of the book of lights, but this light was not included in it. He therefore mistook Haitan Bay for the entrance to Amoy Harbour and steamed into the Bay for a considerable distance before he discovered his mistake. He at once turned his vessel round to steam out, and it was in doing so that she ran upon the Thalia Bank. It must have been high water at the time, for at low water one side of her was pretty nearly high and dry. Not long after this occurrence, the steamer *Kungpai* was passing by, and being signalled sent a boat to the disabled vessel. At about six a.m. the following day, the tide having risen, the *Kungpai* made an attempt to tow the *Yorkshire* off, but was unsuccessful, and continued her efforts for several succeeding high tides with a like result. On Saturday the *Hailoong* came up with junks to lighten the vessel, and later on she was joined by the *Douglas*. Both transferred cargo as fast as possible, the former taking two loads, and the latter one. A quantity of coal was also thrown overboard. In the meantime the *Douglas* made attempts to tow the boat off, but unsuccessfully until Thursday last, the 18th instant. The *Yorkshire* could then have had but very little in her, and she was got afloat and towed into Amoy harbour by the *Douglas*. It is believed that she has sustained little or no damage by her mishap, but she is probably now in dock in Amoy in order to be examined.

The *Singapore Times* gives the following particulars connected with the death of the late Mr. Boyd:—Mr. Boyd took his departure from Singapore by the new steamer or gun-vessel *Sabine*, belonging to the Company into whose service he was about to enter, on the following Saturday, and has we regret to hear, come since to a most untimely end. The *Ranee* brings from Sarawak the news of the melancholy death of a most steady and promising officer. On the 4th, Mr. Boyd, who had been labouring under *coup de soleil* or some other great cause of excitement, jumped or fell overboard from the steamer when she was near Victory Island, some 144 miles from this port. There does not seem to be much more reason for assigning either the one cause or the other as that of the rash or unfortunate act which has cost him his life. When it was known that there was a man overboard, the signal was given to make all efforts to save life. The vessel was stopped and turned round, and a life buoy or more than one was thrown overboard. The drowning man got hold of one; and the sudden immersion into the water seemed to have brought him to his senses, for he swam bravely to the buoy, and getting hold of it, called out to those on board words to the effect that he was "all right" and that they should "pull in." He was a remarkably powerful man and a splendid swimmer; which facts were both very much in his favour. With some difficulty he was soon got on board, seemingly little or none the worse of his ducking. He slept well that night, and next morning partook of a hearty breakfast, and seemed inclined to consider the affair of the previous evening as a matter to be laughed off rather than to be taken serious notice of. Shortly after breakfast, however, he was taken seriously ill; and the excitement and weakness under which he had been labouring told so severely upon him, and he was a man of such uncommon strength, that he had to be put under restraint. Every thing that could be done was taken in hand with a view to ease his trouble and bring him to; but he died on board in the evening. The captain took his vessel into Sarawak so as to allow of the deceased being buried there; and the funeral took place the following evening (Wednesday, the 6th instant).

The delivery of the French mail was begun at 10.15 a.m. yesterday.

The band of the Buffs played in the Botanic Gardens last night. The weather was delightful, and there was a large attendance.

A new composite water-boat, built for Messrs. Lane, Crawford & Co. by the Hongkong and Whampoa Dock Company, was successfully launched yesterday morning at Kowloon.

As will be observed on reference to the Company's notice on our third page, the Mitsu Bishi mail steamers will in future proceed to Nagasaki and Kobe only as formerly, and not to Yokohama.

Return of visitors to the City Hall Museum for the week ending 24th September:—

	EUROPEAN.	CHINESE.
Monday	17	405
Tuesday	23	309
Wednesday	18	358
Thursday	31	412
Friday	12	286
Saturday	33	353
Sunday	none	none
	134	2,213

The *Army and Navy Gazette* says:—A nice little bill will have to be paid for the fouling match between the *Curaçoa*, *Daring*, and *Foxhound*, and we are of opinion that such an expense should never have been incurred, if only proper precaution had been taken. "Close order" is to blame. The Commander-in-Chief is determined to run his fleet on the most economical principles—the only drawback is that what he saves in one way he loses in another. The Evolutionary Squadron was running under sail from Nagasaki to Kobe, when the wind suddenly fell, the ships were helpless, and, being in close order, the *Curaçoa* fouled the *Daring*; while the *Foxhound*, although under steam, also fouled the latter vessel, while trying to separate the two former ships. The *Curaçoa* carried away some of the *Daring's* boats, davits, and part of her bulwarks, and then became interlocked with her spars and rigging, while the *Foxhound* lost all her boats and davits on her port side. We suppose there will, or has already been, a Court of Inquiry into the affair, and shall be curious to see at what result the members arrive, and what the Admiralty will have to say on the subject to Vice-Admiral Willes.

The new "Glen" boat, and the crack vessel of the fleet, the *Glenogle*, arrived here yesterday for the first time. It will be remembered that she made her first trip to Hankow, but did not call at this port on her way up. She is a very fine looking boat, barque rigged, and with two large funnels. She is 2,000 tons net, or a trifle smaller than her rival, the *Stirling Castle*, which she to some extent resembles. She is capable of doing about 16 knots an hour, so that next year we may hear of some tall travelling from more than one boat in the tea race. She was unfortunately put out of the last race by an accident to her propeller before reaching Hankow. She has a raised poop and forecastle, and for a boat of her class she possesses a very commodious saloon, which, though not so large as those of mail boats, is fitted up in a style quite equal to the majority of them. The walls and roof are very handsomely treated, and the furniture is of the best design and workmanship. The floor is covered with a handsome Brussels carpet and rugs, and fixed revolving chairs are placed round the tables. In the crescent shaped space at the stern end, a seat has been placed round and it can be made into a separate apartment by the drawing of curtains. The cabins are not to be surpassed by those of any of the mail boats, being commodious and fitted up with every regard to taste and comfort. The *Glenogle* has accommodation for 36 first-class passengers. She steamed easily this time, only two out of her four boilers being used, but nevertheless her average speed was about 13 knots. She left England on the 16th ult., and consequently did the entire run in about 41 days, and her run up from Singapore was accomplished in four days and about 20 hours. Among her cargo was a quantity of ammunition and miscellaneous cargo for the Government, the former of which she discharged at Stonecutters' Island.

The following items are extracted from the *London and China Express* of the 18th August:—

Lieut. Francis W. Barrett, R.N., is appointed to the *Cleopatra*, on the China station, vice Halloran.

The *Gazette* notifies that the Queen has been pleased to approve of the appointment of Mr. H. E. Patterson as Consul at Mauritius for his Majesty the King of Siam.

The Russian screw corvette *Nayeznik* arrived at Spithead yesterday from Cronstadt, *en route* to the China Station, and exchanged salutes with the port and garrison.

Sir John Pope Hennessy left London on the 17th inst. for Raleigh's House, his seat near Youghal, co. Cork. His Excellency will remain in Ireland till the middle of next month, when he returns to take the presidency of the Crime Section of the Social Science Congress at Nottingham.

The *Northern Light*, from New York for Yokohama, put into New London on the 4th inst. to repair her rudder-post, and her crew of 15 men having mutinied. The captain got two special officers from the mayor of the city, and the revenue cutter *Grant* sent an officer and boat's crew on board. The men will be put in irons and sent ashore if they persist in refusing duty.

Commander A. F. St. Clair, R.N., who has been appointed to the *Boscawen*, entered the Navy in March, 1862. From 1874 until 1876, when he was promoted commander, he served as flag-lieutenant to Admiral Ryder in the *Audacious* on the China Station, and he has had command of the *Fly*, gun-vessel, on the China Station, from March, 1879 to 1882. Commander St. Clair is a grandson of the twelfth Lord Sinclair.

A telegram from Port Said dated August 16th, states that the *Vespasian*, from Liverpool, for Penang, had got aground, and that the crew had mutinied in the Canal, at the first station from Port Said. The *Gleniffer*, from London, for Batavia, coming behind, tried to pass her, but could not, and blocked the passage. The *Gleniffer* is afloat, but it is reported has lost her steering gear. A later telegram states that the *Vespasian* was afloat.

The Portuguese Government has signed a contract with the National Steam Navigation Company for a packet service between Lisbon and the Portuguese ports on the western coast of Africa. The extreme points of the new line will be Lisbon and Mossamedes, the intermediate ports at which the vessels will call being Funchal (Madeira), St. Vincent, and Santiago (Cape Verde Islands), Princes Island, San Thomé, Rio Zaira (Congo), Ambriz, Loanda, and Benguela. The Portuguese Government will grant an annual subsidy of £6,600.

The Marquis de Campo, who owns a line of steamers connecting Cuba with the Philippines, *via* the Suez Canal, has proposed to the Spanish Government to carry without subsidy the Cuba mails at present carried under contract by the Companía Trasatlantica. The Compagnie Générale des Tabacs des Philippines has also, it is stated, undertaken to carry gratuitously the mails between Spain and Manila. This latter service is to be monthly, so that with the existing service Spain will thus have bi-monthly communication with the Philippines.

The latest mail advices received home were:—Foochow June 30th, Shanghai July 1st, Manila 1st, Saigon 5th, Hongkong 6th, Batavia 9th, Singapore 13th, Yokohama, *via* San Francisco 14th. The P. & O. mail, with the advices dated as above, from China and the Straits Settlements, was delivered, *via* Brindisi, on the 16th inst., one day late. The Japan advices were received, *via* San Francisco, on the 15th inst. The next inward (French) mail, per Messageries Maritimes steamer *Sindh*, was despatched from Suez on the 14th inst., one day late.

Among the naval officers upon whom promotion has been conferred for their services at the bombardment of the Alexandria forts are the following:—Captain G. W. Hand, who served in the China War with Naval Brigade at the capture of Canton; was present at the taking of the Taku Forts in 1860; took part in storming of Namhow, 1858; and was engaged in many other expeditions and capture of piratical vessels. He wears China medal, with one clasp. Commander W. C. Forsyth, who was with the Naval Brigade at the capture of Pasair Sala and other operations in the Malay Peninsula, during the Perak Expedition of 1875-6, and has the Perak medal and clasp.

One of our American correspondents writes and informs us that it is rumoured that the Chinese Government will shortly withdraw its Minister from Washington, and establish merely a Consul-Generalship.

Captain Lord Charles Scott, R.N., has been appointed a Companion of the Order of the Bath. Lord Charles Scott served as midshipman of the *St. Jean d'Acre* in the Crimean war; as midshipman in the *Raleigh's* launch and tender *Hongkong* at Escape Creek, Fatshan, and other boat engagements in Canton River, May, June, and July, 1857 (China medal, Fatshan clasp); and as commander of *Rinaldo* served as second in command of Naval Force under Captain Heneage, landed for the protection of British subjects at Yangchoo in November, 1868. He also commanded a flotilla of boats in conjunction with Naval Brigade under Commodore Jones on the occasion of the destruction of three piratical villages near Swatow in December, 1868.

Captain Frederick C. B. Robinson, who has been selected for the appointment of Commodore at Port Royal, in the vacancy created by the death of Commodore Edward White, entered the Navy in 1848. He served in charge of one of the *Winchester's* boats in numerous expeditions against Chinese pirates in 1853-4, and was one of the attacking party on the pirate fleet and stronghold in Tymoon and Koulan Bays, 1854; he was also present at the bombardment of the Bogue Forts, and with the storming party landed to carry the batteries; subsequently in command of Macao Fort for a short time; was Lieutenant in the *Marlborough*, no, in the *Ma ioianne* during the operations against Peking, 1860, and he had charge of a boat of the Rocket Brigade at the capture of the Peiho Forts (China medal with Canton and Taku clasps).

We regret to record the death of Sir John Smale, F.R.G.S., late Chief Justice of Hongkong, which occurred at his residence, 21, Sussex-place, Regent's Park, on the evening of the 13th inst. The deceased was seventy-seven years of age. He was the son of the late Mr. John Smale, by his marriage with the daughter of Mr. John Mardon, of Moreton Hampstead, Devon, and was born in the year 1805. He was a student at Manchester College, York, and subsequently, in 1828, studied at the Inner Temple. He afterwards became a solicitor, and practised as such till 1842, when he was called to the Bar by the Honourable Society of the Inner Temple. He practised in Chancery. For eleven years, 1846 to 1857, he filled the office of reporter in the Courts of Vice-Chancellors Knight-Bruce, Parker, Stuart, and others. He was one of the joint authors of "De Gex and Smale" and "Smale and Gifford's Reports." His next move was to Attorney-General in Hongkong in 1860, and six years subsequently he was appointed Chief Justice of that colony, a post which he held till last year. He was created a knight in 1874. Sir John has been twice married, first in 1830, to Anne, daughter of Mr. J. Jackson; and secondly in 1873, to Clara, daughter of Mr. H. Janson, of Stamford-hill, London. He leaves a widow and several issue. Sir John Smale will be the best remembered by our readers for the part he took in recent years with regard to kidnapping and domestic slavery in Hongkong. He pronounced several severe and well-deserved sentences with regard to kidnapping. Sir John had been in failing health for some time, but his death was not expected as early as it has taken place.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 25th September, 1882.

HONOURS TO THE VICTORS.

Sir Garnet Wolseley and Admiral Seymour have been raised to the peerage.

TURKEY AND GREECE.

Turkey having conceded the disputed points to Greece, the conference has been abandoned.

SUPREME COURT.

26th September.

ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

GEO. R. STEVENS AND CO. *v.* CHOW SEK AND OTHERS.

In this case in which judgment had been given for the plaintiffs, Mr. Francis, instructed by Messrs. Sharp, Toller, and Johnson, applied on behalf of the defendants, *ex parte*, for a rule calling upon the plaintiffs to show cause why the judgment should not be set aside as irregular on the grounds, first, that a point of law having been reserved in defendants' favour, it was not competent for the court to give judgment until the point of law had been argued, or until fourteen days had elapsed; and, secondly, that no notice to appear to hear judgment had been served on the parties; and to show cause why the judgment should not be set aside and judgment be entered for the defendants, or why the finding of the jury on the questions submitted to them, except on the 6th and 7th, should not be set aside on the ground that they were wholly against the weight of evidence, and a new trial be ordered.

The action was brought for the recovery of damages for the breach of contract on the part of the defendants in refusing to carry out an agreement for the charter of the steamer *Vortigern* for a voyage from Saigon to Hongkong. The defence was that whereas it had been agreed that the vessel should be at Saigon on the 19th April the plaintiffs refused to insert that term in the charter party, and the defendants thereupon refused to sign it. The plaintiffs' case was that no such stipulation was made, and that all that the plaintiffs had given was an expression of opinion as to the probable date of the steamer's arrival at Saigon. In the memorandum of contract that was signed no mention was made of the date for the commencement of the charter.

Mr. Francis argued at considerable length, on the evidence, that the defendant had agreed to charter the steamer only on the condition that the steamer should be available on a certain day, and, further, that the memorandum which was signed was not a final contract, as it did not contain all the necessary terms, terms which were not mentioned therein having been introduced into the *formal* charter party which was afterwards drawn up but not signed by the defendants.

A rule *nisi* was granted in the terms asked for and made returnable on Tuesday next.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE.

LUM SHU TAK *v.* IP WAN SHAN; IP WAN SHAN *v.* LUM SHU TAK.

The Attorney-General (Hon. E. L. O'Malley), instructed by Messrs. Brereton, Wotton, and Deacon, appeared for Lum Shu Tak; and Mr. Francis, instructed by Messrs. Stephens and Holmes, for Ip Wan Shan.

The hearing of these cross-actions was resumed from Monday.

Mr. Francis now called evidence in support of his case, and submitted that Ip Wan Shan was entitled to a decree for specific performance as against the other side. He argued that Ip Wan Shan was in a position to make a good title, that any difficulties there might have been were merely matters of conveyance, that Messrs. Brereton and Wotton, the solicitors for the purchaser, had the deeds in their possession and had a full knowledge of the circumstances, and though the matter might have been perfected by a little more care on the part of Mr. Holmes, the solicitor for the vendor, still Mr. Holmes said he was deceived and when Messrs. Brereton and Wotton said there were incumbrances, he, knowing they had the deeds, took it for granted there were. As to time being of the essence of the contract he argued that time had been waived by the purchaser by his action in the matter.

The Attorney-General, in reply, said that to a certain extent his case involved, after what had been said about them, a defence of the position of Messrs. Brereton and Wotton and an attack on the solicitors who were concerned for the purchaser in this case. His defence to the claim for specific performance was on the one side a charge against the solicitors for the vendor that they neglected their duty as such, that they neglected to avail themselves of the time given them for putting the vendor in a position to carry out his contract, and that it was by reason of such failure, and because they neglected the simplest and most obvious and least ordinary precautions which were incumbent upon them, and trusted to others in matters in which they had no right to trust to others but as to which they were bound to see themselves, that the vendor was not in a position to convey, and that he was compelled the following day, through Mr. Holmes, to say "We acknowledge the difficulties and are unable to comply with your requirements." It was not pretended Messrs. Brereton and Wotton said anything substantial to put Mr. Holmes off inquiry; on the contrary, the terms of their letter were such as to bind him to make inquiry. They had been employed in the previous transactions, and were employed in the sale to Ip Wan Shan, but in this case they were employed by Lum Shu Tak, the purchaser, and were not employed by Ip Wan Shan, the vendor. Their duty to their client, Lum Shu Tak, was to see that he did not accept a title other than one free from incumbrances and corresponding to the agreement, even although the incumbrances might have been created by themselves in a former transaction.

His Lordship said that what had struck him was that Messrs. Brereton and Wotton never suggested what the incumbrances were. They ought certainly to have known them and they ought to have pointed them out. No one else could have known so well. The very first thing they started with was telling Mr. Holmes they were willing to complete provided they could get a title without incumbrances. They surely did not intend to lay a trap. What he supposed was that Mr. Caldwell (who wrote the letter) was not aware of the circumstances.

Mr. Francis said he was satisfied Mr. Caldwell did not personally know the circumstances.

The Attorney-General said Mr. Caldwell's explanation was that the word "incumbrances" was used generally and not with reference to anything particular.

His Lordship—But they ought to have pointed them out.

The Attorney-General said the first call to complete came from the vendor. The first thing that must have struck the purchaser or his solicitors on receiving such a letter was this—"This vendor must surely be going to try and force upon me something different from that which he has agreed to give me. He has agreed to give me a title free of incumbrances. I know that there are incumbrances, that the prior assignment from Lee Hing Ho and Ho Wan Hing has not been completed, and that there is a lease outstanding. He may be in difficulties with his vendor and he wants to compel us to take a title with incumbrances." Therefore they wrote and said in effect—"We are ready to complete and take what we bargain for, that is, a property free from incumbrances, but you must understand that it must be that and not something else. You cannot be ready as you say, because we know the assignment to you is still in our office, and we warn you through your solicitors that you must do certain things." They did not state specifically what was required, but they gave a warning that they (the vendor and his solicitors) must exert themselves, and, he argued, upon such a letter as that Mr. Holmes ought to have examined the title for himself, and made the necessary arrangements.

His Lordship said that would have been all very well if the letter had been written by another solicitor. In ordinary cases the solicitor for the vendor offered the title deeds and the solicitor for the purchaser made objections. Here the vendor had not got the title deeds: The solicitor for the purchaser had them.

The Attorney-General argued that Messrs. Brereton and Wotton did exactly what they ought to have done, because it was known they had the title deeds and they called upon Mr. Holmes to take upon himself the task which fell upon him as solicitor for the vendor. He admitted they did not assist him, but they gave him notice it would be necessary for him to deal with the title. The learned Attorney further argued that a decree for specific performance could not be granted in a case where the failure to carry out the contract had arisen from the neglect of the person seeking the decree, which he contended was what had happened in the present case.

The point as to the removal of the incumbrances was again raised in the course of the argument and his Lordship again expressed his opinion that it was the duty of the solicitors for the purchaser to point out the incumbrances he wished removed.

The Attorney-General drew a distinction between Messrs. Brereton and Wotton as acting in one transaction and in another, and said they did not hold the title deeds on behalf of Ip Wan Shan, but on behalf of the vendor to Ip Wan Shan.

His Lordship said the Attorney-General's contention amounted to this, that Mr. Holmes ought to have asked Messrs. Brereton and Wotton for the deeds in order that he might again tender them to Messrs. Brereton and Wotton. He said the fact of solicitors acting for both vendor and purchaser led to a great deal of conflict.

Mr. Francis said it was a very objectionable practice.

The Attorney-General said it was a thing that was necessary.

His Lordship said he did not see that it was necessary.

Mr. Francis said it was not necessary at all, and that he had himself seen much confusion arise from it.

His Lordship said that very difficult and delicate questions arose sometimes. A solicitor's duty was clear enough when he was acting for one party, but when he was acting for both it was particularly hard sometimes.

The Attorney-General argued that Messrs. Stephens and Holmes ought to have made some inquiries, but though they had fourteen days allowed them they did nothing, and that time was not waived by Ip Wan Shan, but was simply enlarged for a day. He referred also to the fact that the conveyance to Ip Wan Shan was not completed until after the date fixed for the conveyance from him to Lum Shu Tak, and argued that the matter had fallen through by reason of the neglect of Ip Wan Shan, and that he was therefore not entitled to a decree for specific performance, and that Lum Shu Tak was entitled to the return of his deposit.

Judgment reserved.

POLICE COURT.

26th September.

BEFORE MR. H. E. WODEHOUSE.

LARCENY.

Lum Asun, coolie, was sentenced to 14 days' imprisonment for stealing five cents worth of bricks belonging to a contractor named U Among on the 25th inst.

Kong Akum, coolie, was similarly punished for stealing a ten cent piece from the pocket of another coolie named Chan Achan in Second-street yesterday morning.

DRUNKENNESS.

Nathan Alexander, an unemployed American seaman, was fined $2, or, in default 14 days' imprisonment for being drunk and disorderly in Upper Lascar Row on Monday.

CHARGE AGAINST A SERVANT.

U Atai, house coolie, was charged with stealing a cask of wine, value $20, the property of Mrs. Teixeira, a widow lady living in Hollywood Road on the 24th inst.

The prosecutrix said the prisoner was in the employ of Mr. Rosa, hair dresser, and was in the habit of coming to her house to do work. She sent for him on the 22nd inst., and told him to get coolies and affix labels to 10 casks of wine, one of oil, one of sausages, and four tins of macaroni which were to be shipped to Macao. The things were carried from the house, and the prisoner was told to bring back a receipt for the things from the steamer, but he returned without it saying it was too late for him to get it. He then said there had been a cask of wine short; she sent him to go and see about it and he never returned, and was not seen again until arrested. The ten casks of wine had left the godown all right in charge of the prisoner, and prosecutrix noticed that on one occasion only four of the eight coolies came back after taking some of the things, and on the last occasion only six came back. Only nine casks were delivered, and nothing has since been seen of the missing cask of wine.

The case was remanded till Monday, bail being allowed in two sureties of $100 each.

BEFORE CAPT. H. G. THOMSETT, R.N.

CARELESS DRIVERS.

Hun Ating and Cheong Ayin, carpenters, were charged with carelessly driving a truck in Nullah-lane, injuring a widow named Chan Ayee, on the 7th inst.

The men seemed to have been driving the truck at a dangerous rate and knocked the woman down. Her left arm was broken, and she was so much hurt that it was some time before she could leave the hospital.

The defendants were fined $1 each, or in default 4 days in gaol, and also to pay $5 amends to the complainant, or be imprisoned for another seven days.

THE CHARGE OF ROBBING MR. FENWICK.

Joseph Silva, a lad of 14 years employed as storekeeper by Mr. G. Fenwick, engineer, was brought up, on remand, on the charge of stealing a gold ring, value $22, and on suspicion of stealing two silver watches, two silver dollars and a number of Siamese coins of the total value of $37, the property of his master, on the 18th inst.

Mr. Fenwick said the boy had been in his service about six weeks as storekeeper. He had no right in his private house, and the store room was 40 yards from it. Three weeks ago he missed the gold ring in court from a locked drawer in his bedroom and also 10 and 20 cent pieces and three or four Mexican dollars. On the 16th he missed two silver watches, a chopped dollar, and a Dutch coin from the same drawer, and on the 18th he also missed some Siamese and other coins from a locked cash box, the key of which was kept in a drawer. He suspected the boy, and hearing he had pawned a ring questioned him with regard to it, when he said he had found the ring among the coins. He then gave the boy in charge. The watch, ring, and coins produced by the police who found them at different pawn shops, where they had been pawned by the prisoner, prosecutor recognised as his property.

Samuel Groundwater, an engineer in the prosecutor's employ, also gave evidence to missing a watch from his room, and he identified one which the police got from a pawnshop, the prisoner having pledged it there, as the one.

The prisoner was committed for trial at the next Criminal Sessions of the Supreme Court.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

A CORRECTION.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—In your to-day's issue I read under the heading "Oriental Flower Lore," the following:—"The Cingalese have a fancy that the cocoanut palm withers away when beyond the reach of the human voice."

Would you be kind enough to inform your subscribers what that means, or is it only a slip of the author's pen and should be read—"out of the reach of the voice, resp. the roaring of the *sea*?"

In that case it would be true, for such a belief exists in fact in Ceylon.—Yours truly,

AN OLD TRAVELLER.

Hongkong, 26th September, 1882.

AN EVENTFUL VOYAGE IN A MAIL STEAMER.

THE BREAK-DOWN OF M.M. SS. "MELBOURNE."

It is not often that the English mail takes 32 days on the journey from Naples to Colombo and, as the Messageries Maritimes Company has just accomplished the feat, it may be interesting to record how it was done.

The fine new steamship *Melbourne* left Naples at about 10 o'clock on the morning of the 8th August in exquisite weather. She carried the mails of the 4th from England, over 90 passengers, and a large cargo. As it was her first trip some interest was taken in her performance, and it was with considerable satisfaction that we found ourselves at Port Said at dusk on the evening of Friday, 11th. The next morning we started down the Canal, and meeting with no obstruction reached the Bitter Lakes and anchored for the night. The morning of Sunday, 13th, found us at Suez, which we left at 4 p.m. for Aden, a day in advance of our advertized time.

Encouraged by this rapid progress, an endeavour was apparently made to push on and accomplish an unusually quick passage. When we turned in for the night, the ship was travelling exceedingly fast, and speed seems to have been afterwards increased. The writer was informed that we were going over 16 knots at about 2.30 a.m. on the morning of Monday, 14th, at which hour he, with the majority on board, was roused by a sudden explosion instantly followed by a loud rushing sound, which lasted for some minutes. The screw stopped, and the deck was soon crowded with passengers anxious to learn what had occurred. The ship was now lying helplessly in the trough of the sea broadside on to a strong north wind; we were in the warmest part of the Gulf of Suez at the southern end, and the position was not without danger. Inquiry below brought out the nature of what had happened: the door of the steam-chest had given way and been forced outwards by the steam, thus rendering the high-pressure engine useless. Most providentially the accident occurred at a time when very few persons were in the engine-room, or the loss of life might have been large. As it was the 1st fireman was brought up terribly scalded and he died next day. His case was clearly hopeless from the first but a more prompt and liberal use of carron oil and cotton wool would have given the poor fellow something more like an *euthanasia* than he experienced. Medical attendance is not, however, one of the strong points (and there are many) of the M. M. Company. Another man escaped with a bad scalding of the face and hands effected whilst attempting to rescue the unfortunate fireman, but there were no further casualties.

Sails were at once set to steady the ship and carry her south beyond the dangerous narrow sea, and we retired to our berths. It was, however, soon determined to be necessary to return to Suez if the machinery could be sufficiently put in order. The chief engineer and his staff worked with a will to effect this, and by 11.30 p.m. the two low-pressure engines were in working order and we started on our tedious backward journey. That Monday was indeed a miserable day. The great ship lay perfectly helpless at the mercy of the waves and wind, rocking, rolling and drifting in a distressing manner. We passengers did not know what was likely to happen; the general hope seemed to be that some large vessel would see us and take us in tow to Suez. Of course, most of the passengers were ill, all were irritable. It was rumoured that even our unapproachable commandant suffered from *mal-de-mer*. Our patched-up engines made but slow progress and it was not till the early morning of Wednesday, 16th, that we beheld again the lights of the British ironclads in Suez roads; it had taken us 26 hours to accomplish what we had previously done in 9.

"Thus bad begins, but worse remains behind." A telegram was at once sent to Marseilles for instructions, and we indulged in speculation as to our future. As the outward P. & O. boat was due in two days, it was hoped that part of the mails and passengers might be transferred to her; but no such idea was encouraged by the officers, whose interest indeed appeared to be mainly in the cargo. Not till Thursday evening (17th) was an answer to the telegram received. It was to the effect that we were to proceed to Port Said, whither the S.S. *Amazone* then at Alexandria would be sent, and to tranship into her cargo, mails, passengers, &c. As might be expected, this amazing determination met with rather severe comment among the passengers. Here was a mail steamer, already 3 days behind time, deliberately proposing to risk again twice over the almost certain delays of the Canal, besides undergoing the long detention necessary to tranship a large cargo. In the existing crisis of the Canal, it seemed specially desirable to avoid again running the gauntlet of that narrow channel which might at any time be damaged, blocked, or even closed. Why, we thought, were we and the mails to be sacrificed to the cargo, and why could not the *Amazone* be sent on to Suez at once? However, of course we were powerless, and once more, on Friday, 18th, we entered the Canal, this time at the wrong end, with gloomy forebodings.

Our first mortification was pulling up to allow the outward P. & O. steamer *Thames* with the mails of a week later date than those on board to pass by. No communication was made with her. We spent two days and two nights in the heat and glare of the Canal, and should doubtless have been considerably longer had not our captain, when nearly through, had the boldness to disregard the request of the British Admiral, and instead of pulling up made a push to Port Said, where we arrived early on the morning of Sunday 20th August. We were just in time: it is a matter of history now that on that morning the English suddenly, before daybreak, occupied the town and the Suez Canal offices, stopped all the traffic, and poured their transports into the Canal. We were in a way in luck, for as soon as our broken-down boat was moored alongside the *Amazone* we Britishers on board had the pleasure and satisfaction (scarcely shared by our fellow-voyagers) of witnessing as grand a procession of ships as could be seen. It was a magnificent sight as one by one the great transports crowded with our troops steamed slowly by, and passed into the Canal. The climax was reached before 5 p.m., when the *Orient* and *Batavia*, with the Scots and Fusilier Guards on board (the Duke of Connaught in command), passed by. The band of H. M. S. *Monarch*, which was moved in close to the town, played "The British Grenadiers," the crews cheering tremendously.

It would be well to draw a veil over the misery we endured during the next four days. We suffered the plagues of Egypt. Moored between two ships close against a sandy shore, the sum of our lives may be expressed by the combination of heat, dust, noise and mosquitos day and night incessantly. In appearance, we resembled coal heavers with smallpox. We abandoned the *Melbourne* on Monday (21st), and the mails were transferred the next day. All we then had to do was to watch and grumble at the very deliberate transhipment of the cargo, and try to make merry over the various mishaps and smashes of the packages. There was, it is said, considerable difficulty in obtaining coolies for the work, owing to the British occupation. Every evening we landed, and it was curious to observe the gradual change in the constitutents of the population of the town. The first night of the occupation there was the usual large proportion of Egyptians, loafing Arabs and hybrid Levantines about the streets, but those soon found the presence of the patrols of blue-jackets and marines incompatible with their habits, and took themselves off, by Thursday Port Said was left to the possession of more respectable European residents. An effective means of clearing the town of bad characters at night was employed by the *Monarch* which threw a powerful electric light along the main street at intervals. On the night of the 23rd the writer visited the Arab suburb; it was crammed to overflowing, but all was quiet. A strong cordon of marines and two guns were posted between this quarter and the European town; Lord Charles Beresford (*en route* for Ismailia) visited the outposts the same evening.

At last on the evening of the 24th the *Amazone* left her moorings to pull up at the first station in the Canal for the night. We were now so inured to being at a standstill, that we were not surprized at nearly the whole of the next day being occupied in waiting, whilst a chain of ships, 22 in number, which had been pent up during the passage of our troops to Ismailia, passed our stationary mail-steamer. Two P. & O. homeward steamers were among them, and we took a selfish pleasure in thinking that other people were sufferers from delay as well as ourselves. The whole Canal was in English hands, every "gare" occupied by our sailors, and posts of marines at intervals. One could not help thinking of poor M. de Lesseps, and when we reached Ismailia on the 26th his protests and threats came still more to one's mind. Surely never was a place so changed in a few days. Instead of the usual silent lake and desolate shore, over 50 of the finest ships in the world were lying at anchor off the town and reminded one of some great port, instead of an obscure Egyptian town. We anchored close to the P. & O. steamer *Carthage*, fitted up as a hospital. In the midst of all this display of British ships the flaunting yellow and red flag of a Spanish frigate, the *Carmen*, looked singularly out of place and rather ludicrous.

It was not till the evening of Sunday, 27th,—by which time we ought to have been at Colombo,—that we again found ourselves at Suez, having endured innumerable delays. Amongst other ships we passed one with the 72nd Highlanders on board coming up from Suez to Ismailia. The performance of their band of the "Marseillaise" in our honour did a little to allay the "Anglophobia"—not unnatural under the circumstances—which had been rather unpleasantly pronounced in some quarters on board. So ended our troubles. When at 9 o'clock on the evening of the 27th we once more steamed away down the Gulf of Suez, we were more thankful to leave the land of Egypt behind us than the Israelites of old. We were over 14 days behind time, and had spent 11 of them in the wilderness of the Suez Canal.

There is nothing more to tell. We endured the desiccating heat of the Red Sea to the waves of the Indian Ocean as so many have done before us, arriving at Aden on Sept. 1st and anchoring in Colombo harbour at 11 o'clock on the morning of Sept. 9th, having done an average of some 12½ miles an hour from Aden. I must not forget to mention that the tedium of this portion of the voyage was relieved by the constant courtesy and kindness of our captain, M. Vaquier, who seemed determined, if possible, to help us to forget our past annoyance. Unfortunately nothing can restore to one a fortnight of precious time irretrievably lost for ever.—*Ceylon Observer.*

KOREA.

Two companies of infantry have been chosen from the Kumamoto garrison to proceed to Korea, where they will be stationed at Seoul for the protection of the legation and for garrison duties generally. This service coming under the head of service abroad, will give the troops the benefit of double pay.

The *Choya Shinbun* announces that the news of the amicable and peaceful arrangement of the late difficulty between the two countries, was received with very different feelings by the two different nationals. The Japanese were highly delighted, and rejoicing was the order of the day, whilst the Koreans were visibly depressed and appeared to lose all spirit.

At Fusan the native grown rice being about one yen per *to*, the Japanese considering that sum too high have resolved to use none but rice imported from Japan, and have formed a company to carry out the necessary arrangements. This season's wheat crop at that port is very abundant, but not of good quality, so the Japanese have also decided not to use that article for their own consumption.—*Japan Gazette.*

THE FRENCH MAIL.

The M. M. steamer *Anadyr*, Captain Minier, from Marseilles 20th August, *viâ* Naples—Port Said, Suez, Aden, Colombo, Singapore, and Saigon, with the London mail of the 18th August, arrived here yesterday morning. The subjoined telegrams are taken from Ceylon and Indian papers:—

THE WAR IN EGYPT.

BOMBAY, 2nd September.

The *Bombay Gazette* correspondent at Kassassin telegraphs on Friday "I have arrived at Kassassin at the extreme front of the English position. I learn that the attack was made upon it on Monday afternoon by a force of 8,000 Egyptians, believed to be under Arabi's personal command. The attack was continued from 4 a.m. till 9 at night. Colonel Graham commanded the British forces, consisting of 1,700 infantry. Three Squadrons of the Life Guards arrived from Mahsama, some four miles distant, and executed a charge in which they cut up numbers of the enemy. The British loss was fourteen killed and sixty wounded.

This morning, General Wilkinson conducted a reconnaissance to a point only two miles distant from the enemy's position at Tel-e-ke-bir. The enemy was seen to be about 16,000 strong, regularly encamped. The position is entrenched and defended by a considerable number of guns. There is every indication that the enemy is preparing to make a determined fight in that position.

LONDON, 8th September.

All is quiet at the front.

The gradual concentration of the British forces at Kassassin is expected to be completed by Monday. Sir Garnet Wolseley's head-quarters will be transferred there to-morrow.

The British cavalry yesterday made a successful reconnaissance to within a mile of Tel-el-Kebir, and sketched the enemy's position.

The Turkish troops at Crete are preparing to embark for Egypt.

LONDON, 9th September.

Another reconnaissance was made yesterday morning by the British towards Tel-el-Kebir, when the enemy opened a brisk fire.

The British sustained no loss.

Sir Garnet Wolseley telegraphs that the railway from Ismailia is working well.

The health of the troops is good.

LONDON, 9th September, 2 p.m.

A strong force of the enemy advanced against the British position at Kassassin at 6 this morning and a sharp artillery duel ensued. At 9 o'clock the enemy were slowly falling back.

The British reinforcements are arriving and the infantry is advancing.

LONDON, 9th September (evening).

The enemy attacked both our flanks at Kassassin this morning, but was repulsed; the action was continued until noon along three miles of our front. All our troops from the camp were engaged.

Sir Garnet Wolseley with the British troops from Mashtafa is coming to the front.

Our loss is estimated at one hundred killed and wounded.

An attempt to surprise Alexandria last night was foiled.

A dispatch from Sir Garnet Wolseley, dated three miles west of Kassassin at noon to-day, states that a strong force of the enemy of all arms reconnoitred and attacked one of our outposts at daybreak this morning. The attack was repulsed by General Willis.

The enemy's loss was heavy; ours trifling.

Four of the enemy's guns were captured.

The enemy eventually retired to their entrenchments, whence a continuous cannonade.

LONDON, 10th September (noon).

The enemy's force in action yesterday is estimated at thirteen thousand men and twelve guns, five of which were captured, not four as at first stated, and many prisoners taken.

The British advanced to within range of the guns at Tel-el-Kebir, and withdrew at 3 o'clock in the afternoon.

THE GREEK FRONTIER DISPUTES.

CONSTANTINOPLE, 2nd September.

Hostilities in Thessali have been suspended pending a definite settlement of the dispute diplomatically.

INDIAN TELEGRAMS.

TEHERAN, 2nd September.

Advices from Herat state that Abdul Kadus has been reinstated.

The Ameer's delegate has been refused admission to Maimena.

SIMLA, 5th September.

One of the two Madras regiments sent to Aden will be named for the reserve force.

The Thakur Saheb of Bhownagar has offered the Indian Government the use of his steamer the *Bhownagar*, in connection with the war in Egypt.

The Nawab of Rampore has offered his troops.

SALEM, 6th September.

The third batch of prisoners, consisting of four individuals, were brought up before the Special Magistrate, and their case gone into today. The evidence of the witnesses examined went to show the atrocious character of the onslaught on the Mussulmans by the Hindus. It appeared from this evidence that a blind fakir had been overtaken by the mob and stabbed in the mouth, shoulders and head with a spear, and shot in several places, and left for dead in the field. Another Mussulman had been stabbed in the head, and the head smashed in; and his dead body dragged by the legs into the street. A third Mussulman had been found in the field terribly wounded.

The prosecution of this case was conducted by Mr. Fitzgerald, of the Madras Police. The prisoners were undefended.

It was elicited at the enquiry that one mob of rioters, consisting of between one thousand and two thousand men, led by ten respectable men, looted the Mussulmans' houses and destroyed the property found therein.

It has been decided to increase the Salem police force by a hundred men, three head constables and one Inspector; and a site for erecting lines for these has already been marked out.

COMMERCIAL INTELLIGENCE.

OPIUM.

TUESDAY, 26th September.

The market for Bengal has been very dull during the past few days; and the rate for New Patna has receded to $572½, and for New Benares to $542½, with $5 more for select chests of each kind.

EXPORT CARGO.

Per American ship *Paul Jones*, for New York—12,188 rolls matting, 2,500 boxes cassia, 38½ boxes Saigon cassia, 100 boxes oil, 100 boxes gallnuts, 57 boxes cassia oil, 90 boxes essential oil, 2,826 pkgs. fire crackers, 25 pkgs. pith hats, 9 pkgs silks, 198 pkgs merchandise.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand 3/8¾
Bank Bills, at 30 days' sight ...3/9¼
Bank Bills, at 4 months' sight 3/9½
Credits, at 4 months' sight ....3/9½ to 3/10
Documentary Bills, at 4 months' sight 3/10

ON PARIS.—

Bank Bills, on demand 4.72
Credits, at 4 months' sight.......4.84

ON BOMBAY.—Bank, 3 days' sight 225

ON CALCUTTA.—Bank, 3 days' sight 225

ON SHANGHAI.—

Bank, sight 72¼
Private, 30 days' sight.............73¼

SHARES.

A small sale of Luzons has been made at $105 per share.

Hongkong and Shanghai Bank Shares—131 per cent. premium.

Union Insurance Society of Canton—$1,600 per share.

China Traders' Insurance Company's Shares—$1,560 per share.

North China Insurance—Tls. 1,225 per share.

Yangtsze Insurance Association—Tls. 850 per share.

Chinese Insurance Company—$255 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$80 per share.

Hongkong Fire Insurance Company's Shares—$1,030 per share.

China Fire Insurance Company's Shares—$322½ per share.

Hongkong and Whampoa Dock Company's Shares—53 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$31 premium.

Indo-China Steam Navigation Co.'s Shares—Par.

Hongkong Gas Company's Shares—$82 per share.

Hongkong Hotel Company's Shares—$107 per share.

China Sugar Refining Company, Limited—$196 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Luzon Sugar Refining Company, Limited—$105 per share.

Hongkong Ice Company's Shares—$145 per share.

Hongkong and China Bakery Company, Limited—$60 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—2 per cent. prem.

Chinese Imperial Loan of 1881—2½ per cent. prem.

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register.)

September 27th.

Barometer—9 A.M.	30.092
Barometer—1 P.M.	29.994
Barometer—4 P.M.	29.965
Thermometer—9 A.M.	80
Thermometer—1 P.M.	83
Thermometer—4 P.M.	83
Thermometer—9 A.M. (Wet bulb)	70
Thermometer—1 P.M. (Wet bulb)	80
Thermometer—4 P.M. (Wet bulb)	81
Thermometer—Maximum	83
Thermometer—Minimum (over night)	72

CHINA COAST METEOROLOGICAL REGISTER.

September 26th.

BAROMETER, THERMOMETER, &c.	HONGKONG		AMOY		SHANGHAI		MANILA	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	On date at 10 A.M.	On date at 4 P.M.
Barometer	29.93	29.98	—	—	—	—	30.04	29.94
Thermometer attached	86.0	84.0	—	—	—	—	80.0	80.2
Direction of Wind	E	E	—	—	—	—	SSW	SW
Force	5	5	—	—	—	—	2	4
Dry Thermometer	84.0	82.5	—	—	—	—	82.0	81.2
Wet Thermometer	76.5	76.0	—	—	—	—	77.6	76.0
Weather	b.c.	b.c.	—	—	—	—	c.	c.
Hours' Sun	—	4	—	—	—	—	—	3 to 5
Quantity fallen	—	0.05	—	—	—	—	—	0.82

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.

FORCE, OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm.—The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Gleneagles (str.)	Gasson		Jardine, Matheson & Co.	On or about 7th Oct.
LONDON, via SUEZ CANAL	Deucalion (str.)	Purdy		Butterfield & Swire	On or about 30th inst.
LONDON, via SUEZ CANAL	Stirling Castle (str.)	Marshall		Adamson, Bell & Co.	On or about 4th Oct.
LONDON, via SUEZ CANAL	Pekin (str.)	A. Symons		P. & O. S. N. Co.	On 29th inst., at 4 P.M.
TRIESTE, &c.	Orion (str.)	G. Maharsich		Melchers & Co.	On or about 4th Oct.
BOMBAY via STRAITS	Geelong (str.)			P. & O. S. N. Co.	On 2nd Oct., at 4 P.M.
NEW YORK	Sea Witch	Drew	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Sarah S. Ridgway	Townsend	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Alexander McNeil	Sproul	Hongkong	Russell & Co.	Quick despatch.
NEW YORK, via SUEZ CANAL	Loudoun Castle (str.)	Kidder		Adamson, Bell & Co.	Quick despatch.
SAN FRANCISCO	Ruthin	Monkman	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	P. J. Carleton	Amsbury	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Rockhurst	Bulford	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Arabic (str.)		Hongkong	O. & O. S. S. Co.	To-morrow, at Noon.
VICTORIA, B. C., &c.	Volmer (str.)	Heintzelman	Hongkong	Russell & Co.	To-day, at 4 P.M.
VICTORIA, B. C.	Invincible	Strickland	Hongkong	Russell & Co.	Quick despatch.
SYDNEY, MELBOURNE, &c.	Killarney (str.)	O'Neill	Hongkong	Gibb, Livingston & Co.	On or about 2nd Oct.
SYDNEY, MELBOURNE, &c.	Menmuir (str.)	Ellis		Gibb, Livingston & Co.	On or about 16th Oct.
MAURITIUS, CAPE TOWN, &c.	Anjer Head (str.)	Roper	Hongkong	Douglas Lapraik & Co.	On 30th inst., at 3 P.M.
KUDAT AND SANDAKAN	Hainan (str.)			Birley & Co.	About 15th October.
YOKOHAMA	Oxfordshire (str.)	Jones		Russell & Co.	Quick despatch.
YOKOHAMA	Menzaleh (str.)	Homery	Hongkong	Messageries Maritimes	To-day, at 5 P.M.
YOKOHAMA, via NAGASAKI, &c.	Sumatra (str.)			P. & O. S. N. Co.	On 30th inst., at Noon.
YOKOHAMA AND HIOGO	Carnarvonshire (str.)	Patrick		Adamson, Bell & Co.	Quick despatch.
NAGASAKI, KOBE, &c.	Sumida-Maru (str.)	Hubenet		M. B. M. S. S. Co.	On 29th inst., at 4 P.M.
HIOGO	Clifton (str.)	Holt		Arnhold, Karberg & Co.	On or about 30th inst.
SHANGHAI	Posang (str.)	Irvine	Hongkong	Jardine, Matheson & Co.	To-day, at 11 A.M.
SHANGHAI	Kashgar (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Amazone (str.)		Hongkong	Messageries Maritimes	Quick despatch.
SHANGHAI	Anadyr (str.)			Messageries Maritimes	To-morrow, at 8 A.M.
TAIWANFOO	Albay (str.)	Goddard	Hongkong	Douglas Lapraik & Co.	To-morrow Daylight.
SWATOW	China (str.)	H. Schoer	Hongkong	Yuen Fat Hong	To-day, at Noon.

INTIMATIONS.

VESSELS ON THE BERTH.

FOR SWATOW.

THE Steamship

"CHINA,"

Captain H. Schoer, will be despatched for the above port, TO-DAY, the 27th instant, at NOON.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 25th September, 1882. [1805

FOR VICTORIA, (B.C.) AND PORTLAND (OREGON.)

THE Steamship

"VOLMER,"

Captain Heintzelmann, will be despatched for the above Ports, TO-DAY, the 27th instant, at FOUR P.M.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, 25th September, 1882. [1802

FOR HIOGO DIRECT.

THE British Steamship

"CLIFTON,"

Holt, Master, will be despatched for the above Port on or about the 30th instant.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 25th September, 1882. [1800

UNION LINE.

FOR YOKOHAMA.

THE Steamship

"OXFORDSHIRE,"

Captain Jones, due on or about the 29th inst., will have immediate despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, 23rd September, 1882. [1799

STEAM TO YOKOHAMA VIA NAGASAKI.
WITH OPTION OF CALLING AT HIOGO.
(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

will leave for the above places on SATURDAY, the 30th September, at TWELVE O'CLOCK (NOON).

A. McIVER,
Superintendent.

Hongkong, 18th September, 1882.

FOR SINGAPORE, MAURITIUS, PORT ELIZABETH AND CAPE TOWN.

THE Steamship

"ANJER HEAD,"

Captain Roper, will be despatched for the above Ports, on SATURDAY, the 30th instant, at THREE P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, 20th September, 1882. [1767

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"GEELONG,"

will leave for the above place on MONDAY, the 2nd October, 1882, at FOUR P.M.

A. McIVER,
Superintendent.

Hongkong, 23rd September, 1882. 1787

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENEAGLES,"

Captain Gasson, will be despatched for the above Port on or about the 7th October, 1882.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, 21st September, 1882. [1779

FOR SAN FRANCISCO.

THE *A1 British Ship

"RUTHIN,"

Monkman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 21st September, 1882. [1780

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA, and FIJI.)

THE Eastern and Australian Steamship Company's Steamer

"MENMUIR,"

Captain Ellis, will be despatched as above, on or about MONDAY, the 16th October.

Parcels cannot be received later than Saturday Noon, the 14th October, at our Office.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th September, 1882. 1807

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DEUCALION,"

Captain Purdy, will be despatched on or about the 30th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th September, 1882. [1515

FOR NEW YORK.

THE 3/3 L. I. I. American Bark

"SARAH S. RIDGWAY,"

Townsend, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong 14th September, 1882. [1735

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"KASHGAR,"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

Hongkong, 18th September, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"AMAZONE,"

Commandant ...., will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th September, 1882.

VESSELS ON THE BERTH.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship

"ORION,"

Captain G. Maharsich, will be despatched as above on or about the 4th proximo.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 20th September, 1882. [1769

CASTLE LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

(Taking Cargo at through rates for HAMBURG and NEW YORK).

THE Steamship

"STIRLING CASTLE,"

Marshall, Commander, will be despatched for the above Port, on or about the 4th proximo.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th September, 1882. [1580

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"ROCKHURST,"

Bulford, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 14th September, 1882. [1733

CASTLE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LOUDOUN CASTLE,"

Kidder, Commander, expected here on or about the 2nd proximo, will have immediate despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th September, 1882. [1689

FOR KUDAT AND SANDAKAN.
(BRITISH NORTH BORNEO.)

THE Steamship

"HAINAN,"

will be despatched as above about the middle of October.

For Freight or Passage, apply to
BIRLEY & Co.

Hongkong, 18th September, 1882. [1760

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark

"P. J. CARLETON,"

Amsbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 3rd August, 1882. [1471

FOR NEW YORK.

THE 3/3 L. I. I. American Ship.

"SEA WITCH,"

Drew, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 10th August, 1882. [1572

FOR VICTORIA, B.C.

THE 3/3 L. I. I. American Ship

"INVINCIBLE,"

Strickland, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 14th September, 1882. [1734

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 28th September, at NOON, to be followed by the S. S. "OCEANIC" on SATURDAY, the 7th October, at NOON.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/₀ from Return Fare; if re-embarking within one year, an allowance of 10 °/₀ will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/₀ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 22nd September, 1882.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

(Taking Cargo and Passengers for VLADIVOSTOCK.)

THE "SUMIDA MARU," Captain HUBENET, will be despatched as above on FRIDAY, the 29th September, at 4 P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Vladivostock will be transhipped at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP,
Agent.

Hongkong, 27th September, 1882.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;

ALSO

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PEKIN," Captain A. Symons, with Her Majesty's Mails, will be despatched from this for LONDON *viâ* BOMBAY and SUEZ CANAL on FRIDAY, the 29th September, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until NOON on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Block Bills of Lading.

A. McIVER, Superintendent.

Hongkong, 18th September, 1882.

NOT RESPONSIBLE FOR DEBTS

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALVA, Portuguese barque, E. de Souza.—Brandão & Co.
ANJER HEAD, Brit. str., Roper.—Douglas Lapraik & Co.
ANTIOCH, American bark, Glosmigarry.—Ed. Schellhass & Co.
BILLY SIMPSON, Brit. bark, Brown.
CHAMRON KAMEYE, Siamese bark, Petersen.—Yuen Fat Hong.
CHEANG HOCK KIAN, Brit. str., Webb.—Bun Hin & Co.
CHINA, Ger. str., H. Schoer.—Yuen Fat Hong.
CLIFTON, Brit. str., Holt.—Arnhold, Karberg & Co.
DALE, Brit. str., Allason.—Jardine, Matheson & Co.
ERIN'S ISLE, Brit. ship, J. Fleming.—Gibb, Livingston & Co.
FANO, Dan. brig, Mortensen.—Ed. Schellhass & Co.
FELICIA, Ger. str., A. Muller.—Siemssen & Co.
HELENS, Brit. bark, J. Inkster.—Chinese.
IDA, German ship, Schneider.—Borneo Co. Limited.
IRIS, British 3-masted schooner, E. Shaw.—Siemssen & Co.
INVINCIBLE, American ship, Shukland.
LIGHTNING Brit. ship, J. F. Rowell.—Siemssen & Co.
PRIMA DONNA, American ship, Hatch.
P. J. CARLETON, American bark, Amsbury.—Russell & Co.
ROCKHURST, Brit. ship, Balford.—Russell & Co.
RODERICK HAY, British bark, P. Nicolson.—Turner & Co.
SEA WITCH, Am. ship, J. H. Drew.—Russell & Co.
STARLIGHT, Siamese bark, E. Moller.—Yuen Fat Hong.
SUMIDA MARU, Jap. str., Hubenet.—M. B. M. S. S. Co.
VOLMER, Danish steamer, Heintzelmann.—Geo. R. Stevens & Co.

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. and O. S. S. Co.'s steamer *Oceanic*, with the next American mail, left San Francisco on the 31st August, and is due here on or about the 29th instant.

THE ENGLISH MAIL.

The P. and O. steamer *Kashgar*, with the next English mail left Singapore at 8 a.m., on the 25th, and may be expected to arrive here on the 30th instant.

STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's steamer *Orion* left Singapore on the morning of the 20th, and is due here on or before the 27th inst.

The Union Line steamer *Oxfordshire* left Singapore on the morning of the 22nd, and may be expected to arrive here on the 29th instant.

The Indo-China S. N. Co.'s steamer *Lennox* left Singapore on the 25th September, and may be expected to arrive here on or about the 2nd October.

The Shire Line steamer *Carnarvonshire*, from London, will leave Singapore this afternoon, and may be expected here on or about the 5th October.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Iloilo.—Per bark *Caroline Behn*, to-day, the 27th instant, at 10 A.M.

For Shanghai.—Per *Posang*, to-day, the 27th instant, at 10.30 A.M.

For San Francisco.—Per ship *P. J. Carleton*, to-day, the 27th instant, at 11 A.M.

For Shanghai.—Per *Glenogle*, to-day, the 27th instant, at 11.30 A.M.

For Manila.—Per *Romulus*, to-day, the 27th, instant, at 11.30 A.M.

For Swatow.—Per *China*, to-day, the 27th instant, at 11.30 A.M.

For Taiwanfoo.—Per *Albay*, to-day, the 27th instant, at 5 P.M.

For Nagasaki and Kobe.—Per *Sumida Maru*, on Friday, the 29th instant, at 3.30 P.M.

For Pontianak, Batavia, Samarang and Sourabaya.—Per *Wm. MacKinnon*, on Friday, the 29th instant, at 4.30 P.M.

For Nagasaki and Yokohama.—Per *Sumatra*, on Saturday, the 30th instant, at 11.30 A.M.

For Singapore, Mauritius, Port Elizabeth, and Cape Town.—Per *Anjer Head*, on Saturday, the 30th instant, at 2.30 P.M.

For Straits and Bombay.—Per *Geelong*, on Monday, the 2nd October, at 3.30 P.M.

The English Mail packets will sail on the following dates:—

Friday,	September	the	29th
Tuesday,	October	"	17th
"		"	31st
"	November	"	14th
"		"	28th

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

DAY BEFORE DEPARTURE.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "ARABIC" will be despatched on THURSDAY, the 28th inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

11.15 A.M. Registry ceases.
11.30 A.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "PEKIN," will be despatched on FRIDAY, the 29th instant, with Mails to and through the United Kingdom and Europe *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Mauritius, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a seal.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad; 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement. Parcel, containing no letter, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India is compulsory.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

No responsibility can be accepted in this Department for erroneous replies to verbal enquiries; or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

EXTRACTS.

FRANCIS MAITLAND BALFOUR.

Quenched in abruptest night
Sinks the last fairest light
Of hope our idly trustful eyes beheld,
The freshest morning ray
That shed upon our way
Splendour of jubilant youth and wisdom as of old;
In troublous disarray
Our pride of sight
Is darkened at one stroke that quells this life's delight.

And mourning silence falls
In his familiar walls
On us who knew him wise and held him dear,
Learners to valour stirred
By his keen luminous word,
Masters that weighed his worth and greeted him their peer;
Friends, of the world unheard,
Whose grief recalls
Graces too finely touched for Fame's resounding halls.

The dead, one saith, are blest;
From toil they pass to rest;
And were not rest from labour well to choose?
Ay, but in living sense
We bear the violence
Of time and ill-timed fate, impatient that we lose
In nature's impotence
The good made best,
The full triumphant act of half-accomplished quest.

And then a sterner thought
Breaks on us unbesought,
Chasing awhile with wrath our sorrow's course.
Nature is hard and strong,
Mother of unrecked wrong,
Slaying or saving fools and wise with even force,
That through the ages long
Unruled, untaught,
Destroys, nor stays to count the ruin it hath wrought.

Or restless grief's surmise,
Moved in more human wise,
Vexes with doubtgriefs, self, musing on this,
That when he lightly bare
To heights of perilous air
A dear and priceless head, our brother did amiss;
Should not the brave not dare,
Whose rash emprise
Hazards on one ill cast a world of hopeless eyes?

This mood, and that, were vain;
Let discords of life's pain
Be known, not hated, fronted at their worst:
Let after-prudence blame
The high soul's eager flame,
Forward in paths of untrod peril to be first;
We praise our English name,
We praise our strain
Of men who stint not life in balancing life's gain.

Mark we with guarded breath
The Power which fashioneth,
And mastereth, that we hold our gaze forthright,
Not under, nor above;
Life is full short for love,
And all too short for sorrow: close the ranks and fight,
Seeing in this war, whereof
The end is death
To all, yet life is his who fights with steadfast faith.

Trinity College, Cambridge, Aug. 5. H.

—*St. James's Gazette.*

TREE BURIAL IN NEW ZEALAND.

The recent fall of an enormous puketea tree near Opotiki, New Zealand, disclosed the fact that the hollow interior from the roots to the first fork, about 45 feet from the ground, had been filled with human bodies. A confused heap of skeletons burst out of the butt of the tree when it fell. A local paper says:—"A more extraordinary sight than this monarch of the forest lying prone and discharging a perfect hecatomb of human skeletons can scarcely be conceived. Some are nearly perfect, while others are mixed up in a chaotic mass of heads, hands, feet, and arms, indiscriminately. All the Maories here seem to have been quite unaware of this natural charnel house, and declare that it must have happened long before their or their fathers' time. Indeed, the appearance of the tree fully justified the supposition that it must have been some hundreds of years since this novel family vault was filled with its ghastly occupants."

SINGULAR PROPERTY OF MAGENTA.

Magenta has, as is well known, a wonderful affinity for animal tissues (wool and silk), so that a skein of either of these will at once decolourise a weak boiling solution of the dye. Hoffman's violet, Britannia violet, and some other anilines possess the property in a less degree. To apply this colour evenly to silks was a great difficulty at first to the dyer but it was overcome by dyeing the goods in a weak soap bath, containing very little of the colouring matter. This keeps the face of the tissue in good condition, and also renders it soft, while an after passage through a weak bath of acetic or tartaric acid restores that peculiar harshness to the touch which silk possess. To avoid spots of colour, and to insure a perfect solution, it is well to grind the crystals in glycerine, boil the mixture in water, and then filter. This prevents "bronzing" on the surface of the tissues. Another method is to mix the powdered crystals into a paste with spirit, letting it stand from 16 to 20 hours, mixing it with the necessary quantity of hot water, boiling for a few minutes, and finally filtering through a woollen cloth into the dye-beck. Woollen goods require a hotter dye-bath than silk, and a perfectly neutral solution. To produce even shades it is better to add only a portion of the dye at first, dip the pieces rapidly, and lift. Then add more colour, dip, and lift again, and so on till the required shade is produced.—*Textile Manufacture.*

MOUNTAINEERING AS EXERCISE.

Mountaineering is doubtless excellent exercise for the nervously strong and muscular, but it is unfortunate that it should be the pastime of the very class of persons least well fitted for its pursuit. Those who lead habitually intellectual, and, to a large extent sedentary lives, incur great peril of injury and accident when they resort to this arduous and altogether exceptional form of exercise in their annual holiday. They may be steady of nerve and clear-headed, strong of wind and limb; but the strain is too severe, and the overtaxed faculties of sense and power may at any moment give way suddenly, when life will be jeopardised or sacrificed. Members of our own profession needs a word of caution in respect to the way they spend their hardly-earned vacation. We do not think that, as a class, they are particularly addicted to the climbing of mountains, but there are some who forget that unaccustomed labour of any kind, although it may be performed impulsively and perhaps with seeming ease—because there is for the moment some reserve of force on hand—is not safe work. A breakdown must reasonable be expected, and it is not prudent to venture life or limb on the hazard. Mountaineering, like everything else, requires long and continous practice to make it an exercise which can reasonably be reckoned as salutary and within the bounds of a sound discretion. It is too laborious, too exacting to the sense-organs, and too severely exhausting to all the powers of life and energy, to be undertaken without more than a mere feeling of courage and power, which may be misleading. The mountaineer should be always in training, or he should only attempt such climbing as calls for no particular expenditure of nerve or muscle force, and involves no extraordinary risk.—*The Lancet.*

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 20TH SEPT., 1882.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15 lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 98.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 70.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.00 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$3.35 to 3.85
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.32
Grey Shirtings, 9 lbs., per piece	$2.05 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.07 to 2.99
Grey T-Cloths, 24 yds. & 32 in. 6 lbs. p. pc.	$1.20 to 1.25
Grey T-Cloths, 24 yds. & 32 in. 7 lbs. p. pc.	$1.65 to 1.70
Grey T-Cloths, 24 yds 36 in 8 lbs. XO p. pc.	$1.80 to 1.85
Grey T-Cloths, 24 yds 36 in 8 lbs. VV p. pc.	$2.30 to 2.35
Grey T-Cloths, 24 yds 36 in 8 lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.66
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.64
Handkerchiefs, Light Red, per dozen	$0.66 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$1.75 to 2.40
Velvet Black, 22 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.32
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.05 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.50
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$7.65 to 7.70
Long Ells, MM Assorted per piece	$7.65 to 7.70
Long Ells, HH Scarlet, per piece	$7.75 to 7.80
Long Ells, HH Assorted, per piece	$7.65 to 7.70
Long Ells, H Scarlet, per piece	$7.75 to 7.80
Long Ells, H Assorted, per piece	$7.95 to 7.82
Lastings, DD, per piece	$13.50 to 14.80
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.50 to 2.55
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$5.35 to 5.40
Lead, LB, per picul	$5.30 to 5.35
Lead, Hole Chop, per picul	$5.30 to 5.35
Quicksilver, English, per picul	$54.70 to 55.00
Quicksilver, American, per picul	$55.00 to 55.70
Steel, English, per tub	$3.85 to 4.05
Steel, Swedish, per tub	$4.35 to 4.45
Sheathing Metal, per picul	$31.00 to 25.70
Spelter, per picul	$5.80 to 5.90
Tin, Malacca, per picul	$31.30 to 32.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$33.00 to 33.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.95
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$78.00 to 78.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$18.50 to 20.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,050
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$26.00 to 28.50
Cloves, per picul	$35.00 to 30.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 17.00
Coals, Sydney, per ton	$9.35 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.70 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 15.90
Cotton, Calcutta, per picul	$17.60 to 17.60
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.00 to 17.80
Cotton, Tungchow, per picul	$17.10 to 17.50
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 4.4.5 to 4.5.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$30.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to [illegible]
Ginseng, American, 2nd quality, p. picul	$100 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$30.00 to 35.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 40.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
[illegible]	Tls. 5.0.0 to 5.6.5
Pea Oil, per picul	$2.05 to 2.10
Peas, White, per picul	$1.93 to 2.09
Peas, Green, per picul	$1.65 to 1.68
Peas, Black, per picul	$1.84 to 1.87
Peas, Yellow, per picul	$1.93 to 1.94
Peas, Green Beans, per picul	$6.50 to 7.85
Pearl Barley, per picul	Tls. 1.6.0 to 1.6.5
Potatoe Flour, per picul	$13.00 to 14.70
Patchouk, per picul	$2,000 to 3,000
Rhinoceros Horn, per picul	$2,000 to 2,400
Rhinoceros Horn, Mother, per picul	$1.95 to 1.96
Rice, Siam, No. 1, per picul	$1.32 to 1.83
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.87 to 1.88
Rice, Siam, milled No. 2, per picul	$1.87 to 1.90
Rice, Saigon, No. 1, per picul	$1.75 to 1.76
Rice, Saigon, Hemp bags	$1.71 to 1.72
Rice, Saigon, Straw bags	$2.10 to 2.70
Rice, Japan	
Saltpetre, per picul	$5.05 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sessamum, White, per picul	$8.65 to 3.05
Sessamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.75 to 4.85
Pepper, White, per picul	$19.40 to 19.70
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.00 to 5.55
Rattans, Bangar, per picul	$4.35 to 4.05
Sandal Wood, Malabar, per picul	$4.30 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.00 to 7.10
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.15 to 6.35
Sugar, Shek-lung, Brown, per picul	$4.05 to 4.10
Sugar Candy, Shek-lung, per picul	$9.20 to 9.35
Sugar Candy, Foochow, per picul	$9.75 to 9.85
Sugar Candy, Swatow, White, per picul	$6.75 to 7.85
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.18
Wood Oil, per picul	Tls. 6.3.0 to 6.3.5
Window Glass, per box	$3.65 to 3.75

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Albay	Sept. 22	Goddard	Brit. str	368	Douglas Lapraik & Co	Taiwanfoo
Anadyr	Sept. 23	[illegible]	Fren. str	2370	Messageries Maritimes	Shanghai
[illegible]	Sept. 10	Roper	Brit. str	1299	Douglas Lapraik & Co	Cape Town
Arabic	Sept. 13	W. G. Pearne	Brit. str	1839	O. & O. S. S. Co	S. Francisco
Atholl	Sept. 21	Duncan	Brit. str	923	Ban Hin & Co	
Catharina II.	Sept. 19	Gellert	Ger. str	859	Siemssen & Co	
China	Sept. 6	Schoof	Russ. str	645	Yuen Fat Hong	Swatow
Clifton	Sept. 21	F. Holt	Brit. str	1716	Arnhold, Karberg & Co	Hiogo
Dale	Sept. 23	E. Allison	Brit. str	[illegible]	Jardine, Matheson & Co	Bangkok
Douglas	Sept. 26	S. Ashton	Brit. str	932	Douglas Lapraik & Co	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
YOKOHAMA.						
IN PORT ON 16TH SEPTEMBER, 1882.						
Else	June 24	Holm	Ger. bg	287	P. Bohm	
M. E. Russell	July 15	Nichols	Am. bk	515	Walsh, Hall & Co	
Oswald	July 29	Boyson	Ger. bk	445	F. Bohm	
D. Pendleton	Aug. 13	[illegible]	Am. sh	1183	Jardine, Matheson & Co	
Queen Emma	Aug. 31	Dow	Am. bk	515	Walsh, Hall & Co	
Wm. W. Crapo	Aug. 25	Hardy	Am. bk	[illegible]	C. & J. Trading Co	
MANILA.						
IN PORT ON 14TH SEPTEMBER, 1882.						
Annapolis	Sept. 13		Brit. sh	913	Peele, Hubbell & Co	
Antoinette	Sept. 1		Am. bk	1014	J. P. Richardson & Co	
Comet	Aug. 30		Ger. bk	1157	Ker & Co	Liverpool
Craigendarroch	Aug. 31		Brit. bk	643	Ker & Co	Liverpool
Dido	Sept. 8		Brit. bk	1045	C. Heinszen & Co	
Hotspur	July 23		Brit. bk	523	Smith, Bell & Co	Tientsin
James Stafford	Aug. 30		Am. sh	1116	Peele, Hubbell & Co	
Lancashire			Brit. bk	[illegible]	Smith, Bell & Co	Boston
Papillon			[illegible]	476	[illegible]	
Salisbury	Aug. 29		Am. bk	1113	Peele, Hubbell & Co	
Schiffswerft	July 19		Ger. bk	805	F. Richardson & Co	N.Y. or B'ton
Tanjore	Aug. 31		Brit. bk	933	Peele, Hubbell & Co	
CEBU.						
IN PORT ON 14TH SEPTEMBER, 1882.						
Christine	Aug. 10		Brit. bk	1045	Smith, Bell & Co	Liverpool
Herrmann	Aug. 5		Ger. sh	1318	Macleod & Co	Liverpool
Spinaway	Aug. 31		Brit. sh	435	Macleod & Co	Channel
ILOILO.						
IN PORT ON 14TH SEPTEMBER, 1882.						
Arnguda	Aug. 22		Brit. bk	620	Ker & Co	New York
Channel	Aug. 7		Fren. bk	729	Ker & Co	Liverpool
Chilena	Aug. 15		Ger. bk	445	Smith, Bell & Co	Channel
C. Paulsen	July 27		Ger. bk	694	Ker & Co	Channel
George Moon	Aug. 31		Am. bk	917	[illegible]	New York
BANGKOK.						
IN PORT ON 9TH SEPTEMBER, 1882.						
Aurelia	Aug. 24	Ryborg	Swd. bk	398	Malherbe Jullien & Co	
[illegible]	Mar. 24	Hansen	Siam. bk	574	Poh Hee	
China	[illegible]		Siam. bk	299	[illegible]	
Doretta	Mar. 16	Gomard	Siam. bk	[illegible]	Chinese	
Falcon	Sept. 1	Evans	Siam. bk	368	Chinese	
Fortune	Sept. 6	Soderstrom	Siam. bk	447	Kong Eng Wat	
Heng Seng	May 8	—	Siam. bk	316	Chinese	
Kim Chy Seng	Sept. 17	—	Siam. sch	—	Chinese	
Mercury	Mar. 2	—	Siam. bg	—	Chinese	
Race Horse	Sept. 6	Stehmeyer	Siam. bk	387	P. T. & Co	
Rapid	Aug. 15	Steinbring	Siam. bk	429	Chinese	
Siamese Crown	Aug. 11	Martin	Siam. sh	539	Poh Kian	
Thoon Kramom	Aug. 18	Vorrath	Siam. bk	475	P. T. & Co	
Union	Sept. 5	Moller	Ger. sch	345	A. M. & Co	
Young Siam	Mar. 15	Sartorph	Siam. sh	701	Poh Hee	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Albatross	screw sloop	4	840	Com. Errington	Chefoo
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Chefoo
Cleopatra	corvette	14	2610	—	Chefoo
Curacoa	corvette	14	2540	Captain S. Long	Chefoo
Daring	composite sloop	4	920	Com. F. J. J. Eliott	Nagasaki
Encounter	steam corvette	14	2130	Captain G. Robinson	Foochow
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Nagasaki
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Japan sea
Iron Duke	double-screw iron frigate	14	4270	Captain R. E. Tracey	Chefoo
Kestrel	double-screw gun-vessel	4	830	—	Foochow
Lily	screw gun-vessel	3	830	Commander Evans	Hongkong
Magpie	surveying vessel	3	600	Lieut-Com. A. Carpenter	Nagasaki
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Moorhen	gunboat	4	390	Lieut.-Com. J. H. Corfe	Chefoo
Pegasus	sloop	6	970	Com. E. F. Day	Borneo
Sheldrake	gunboat	4	370	Lieut. Com. M. Bridger	Shanghai
Swift	double-screw gun-vessel	5	1010	Commander Collins	Chefoo
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Chefoo
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Chefoo

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Abrek	Russian gunboat	7	300	Captain Schanz	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	Vladivostock
Ashuelot	American corvette	6	250	Commander H. E. Mullan	Yokohama
D. of Edinburgh	Russian ironclad	18	900	Captain Giers	Vladivostock
Elizabeth	German corvette	15	400	Hollmann	Chefoo
Ermak	Russian transport	—	80	Captain Koltchan	Japan
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Gravina	Spanish cruiser	—	—	Don Fabian Montojo	Shanghai
Iltis	German gunboat	8	100	Commander Klausa	Shanghai
Kersaint	French corvette	—	175	Commander Beaumont	Nagasaki
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Printed and Published by [illegible], Wyndham Street, Hongkong.